



22

# AUTUMN TRIPS.

SEPTEMBER AND OCTOBER, 1891.

AUTUMN TOURS THROUGH THE  
Yellowstone National Park and Across the Continent.

W. RAYMOND,

I. A. WHITCOMB.

296 Washington Street (opposite School Street), Boston, Mass.

Yellowstone  
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no. 49



# TWENTY-TWO AUTUMN TRIPS.

SEPTEMBER AND OCTOBER, 1891.

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## LIST OF EXCURSIONS.

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**Autumn Excursion No. 1, September 1-11.**—Isles of Shoals, Mount Desert, Green Mountain, the Algonquin Hotel at St. Andrews, N. B., Moosehead Lake, Mount Kineo House, Old Orchard Beach, etc. See pages 9-18.

**Autumn Excursion No. 2, September 1-7.**—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume House, Flume, Pool, etc. See pages 19-23.

**Autumn Excursion No. 3, September 1-9.**—The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. See pages 24-33.

**Autumn Excursion No. 4, September 1-9.**—The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence River, Lake St. John, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. See pages 34-43.

**Autumn Excursion No. 5, September 1-9.**—Hudson River, Catskill Mountains (including Catskill Mountain House, Stony Clove, and Grand Hotel), Cooperstown, Lake Otsego, Saratoga, and Hoosac Tunnel Route. See pages 44-56.

**Autumn Excursion No. 6, September 4-11.**—The White Mountains, including Gorham, N. H., the Glen House, Pinkham Notch, White Mountain Notch, Crawford House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume House, Flume, Pool, Pemigewasset Valley, etc. See pages 57-63.

**Autumn Excursion No. 7, September 7-17.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. See pages 64-70.

**Autumn Excursion No. 8, September 7-18.**—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. See pages 71-78.

**Autumn Excursion No. 9, September 7-18.**—Hudson River, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. See pages 79-85.

**Autumn Excursion No. 10, September 7-18.**—Hudson River, Saratoga, Lake George, Lake Champlain, Burlington, Vt., Ausable Chasm, Montreal, Quebec, Lake Memphremagog, etc. See pages 86-91.

**Autumn Excursion No. 11, September 8-17.**—Hoosac Tunnel, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. See pages 92-96.

**Autumn Excursion No. 12, September 8-18.**—Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. See pages 97-101.

**Autumn Excursion No. 13, September 8-18.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Burlington, Vt., Ausable Chasm, Montreal, Quebec, Lake Memphremagog, etc. See pages 102-106.

- Autumn Excursion No. 14, September 8-12.**— The White Mountains, including the Franconia Flume and Pool, the Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 107-112.
- Autumn Excursion No. 15, September 8-19.**— The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. See pages 113-121.
- Autumn Excursion No. 16, September 10-18.**— The Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. See pages 122-125.
- Autumn Excursion No. 17, September 14-19.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., etc. See pages 126-131.
- Autumn Excursion No. 18, September 15-19.**— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., etc. See pages 132-135.
- Autumn Excursion No. 19, September 15-19.**— The White Mountains, including the Franconia Flume and Pool, the Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 107-112.
- Autumn Excursion No. 20, September 21-October 6.**— Fall River Line to New York, thence to Philadelphia, Baltimore, the Battlefield of Gettysburg, and the Blue Mountain House; by the Bay Line steamers down Chesapeake Bay to Fortress Monroe, Old Point Comfort; thence to Richmond, and up the James River Valley to the Natural Bridge of Virginia; through the Shenandoah Valley to Grottoes of the Shenandoah, the Caverns of Luray, and Harper's Ferry; thence to Washington, D. C.; and home *via* Baltimore, Philadelphia, and New York. See pages 136-163.
- Autumn Excursion No. 21, September 22-26.**— The White Mountains, including the Franconia Flume and Pool, the Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 107-112.

**Autumn Excursion No. 22, September 29-October 6.**— Fall River Line to New York, thence to Philadelphia, Baltimore, the Battlefield of Gettysburg, Hagerstown, Harper's Ferry, and Washington; with a return *via* Baltimore, Philadelphia, and New York. See pages 164-170.

**Drawing-Room Car Arrangements for Autumn Trips.** See pages 171, 172.

**List of Hotels.** See pages 173, 174.

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**Excursion to the Yellowstone National Park and to the Picturesque Pacific Northwest.**—The outward route over the Northern Pacific Railroad, and the return over the Canadian Pacific Railway, leaving Boston Monday, September 7. See pages 175, 176.

**A Tour Across the Continent and Through California.**— Leaving Boston Monday, September 7. See pages 177-179.

**Excursion to Southern California.**— Leaving Boston Thursday, October 15. See pages 180, 181.

**Eight Grand Winter Trips to California, leaving Boston November 12, December 10, January 12 and 14, February 2, 11, and 23, and March 10.** See pages 182-185.

**Two Tours through the Southern States, Mexico and California, leaving Boston January 12 and February 2.** See pages 186, 187.

**Three Tours through the Southern States and Mexico (omitting California), leaving Boston January 12, February 2, and February 23.** See pages 188, 189.

**Special White Mountain Trip, leaving Boston August 25.** See pages 190, 191.

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W. RAYMOND,

I. A. WHITCOMB.

296 Washington St. (opposite School St.), Boston, Mass.

## TWENTY-TWO AUTUMN TOURS.

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TWENTY-TWO very attractive excursions are included in our autumn prospectus. We hardly need call attention to the fact that September and October are delightful months for pleasure traveling. The summer throngs have fled homeward, leaving avenues of travel, hotels, and places of interest to the full enjoyment of the later comer, who may all the more readily find pleasure in seeing Nature in her own garb instead of Fashion's array. The forests take on a new glory in the autumn. The hill-sides of Western Massachusetts and the great woodland stretches of Northern New England and New York are aglow with rich tints. Amid such splendors a journey through the picturesque sections of the Northern and Middle States becomes a fresh source of enjoyment.

Some of the most popular of our standard trips are presented, and the list of places to be visited includes the most famous resorts of New England, Canada, the Middle States, and Virginia. Several new tours have also been arranged, one including a tour of the Catskill Mountains with a visit to beautiful Lake Otsego, and another being a new combination of the White Mountain resorts.

There is a numerous array of low-priced tours. These, it should be added, are carried out with all the care and elaborateness of detail that have made our excursions

in previous years so markedly popular. They have been arranged with a view to meeting the wishes of a large number of our patrons who find it inconvenient to absent themselves from home or business ties for the time required in the longer excursions, or who desire to make a short tour, occupying only a part of their vacation season. In several instances combinations of different trips can be made, extending the itineraries considerably and forming still more comprehensive tours. From year to year our excursion routes have been extended and perfected, and improvements have been made in many minor details. We shall continue the same course, broadening the advantages of tourist travel, and presenting in connection therewith the best possible service. Our system of conducting excursions is now thoroughly understood and appreciated by the best class of the traveling public. It is everywhere recognized that, while our tours are cheap beyond all possibilities in the cost of individual travel, they are in no sense cheapened in the arrangements, which are always made to insure strictly first-class accommodations.

A feature of our excursion system which must especially commend itself is this: While the traveler secures many little comforts and attentions that could not otherwise be had, he does not subject himself to any special or ostentatious display, which would naturally be obnoxious to persons of quiet tastes. Members of our parties move from place to place as private travelers, and are received at hotels as private guests, with the added advantage of having their special wants studied and provided for in advance. In the cars they form a select company, and are relieved of the annoyance of being placed in proximity to strangers, and, as it often happens in the common way of traveling, undesirable people. All details regarding engagement of rooms, cars, carriages, meals, etc., are previously arranged, and the passenger is left to the full enjoyment of his journey, with the knowledge that the business part of the



excursion is in competent hands, and that every matter pertaining thereto will receive prompt attention. Attentive and experienced conductors accompany every party. Ladies traveling alone can join our tourist parties with the same degree of security that would attend them in case they chanced to be under special escort. They are entirely relieved from the ordinary cares, responsibilities, and petty annoyances of traveling.

We would call the attention of our passengers to the fact that all checked baggage is under the supervision of the conductor or his assistants, who will attend to its delivery at the rooms of its owners in the hotels visited, and its removal therefrom by the hotel porters, as well as its transfer and transportation. All hand luggage, however, must be looked after personally by the passengers themselves.

As this circular is printed in advance of the announcement of the autumn timetables by the various railway lines, slight changes may be rendered necessary in the hours of arrival and departure at some points. Members of the parties will have timely notice of all such variations.

In addition to the list of excursions to eastern resorts, it will be seen that a series of transcontinental trips and three tours through Mexico have been arranged for the autumn, winter, and early spring. Dates, prices, and other particulars of our tenth annual series of Winter Excursions to California will be found in the closing pages of this circular.

### Suggestions in Regard to Joining a Party.

Persons desiring to join any one of our parties should send their names to be registered at as early a date as convenient. A name is registered as soon as there is an intention of going, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection, and no responsibility is incurred. If circumstances prevent the person from going, notice of the fact should be sent to us, and the name will be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within three or four days of the date of departure; and, should the passenger then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers, and it frequently occurs that parties are filled long before the dates of departure. Persons are not compelled to come to Boston for the purpose of joining an excursion, but may connect with the train at any convenient point along the route. The limitation of the time in which persons may join a party is generally to within two or three days before starting, as the rooming lists are sent to hotels in advance, and other matters pertaining to the transportation and general comfort of the traveler must be prearranged. We make this explanation for the information of many who may not be acquainted with our method of forming parties, and who may be disposed to delay joining until the last moment.

In sending names for registration, please be particular to designate plainly the number, as well as the date, of the excursion chosen, and also to give full name (middle initials if any), stating whether "Miss" or "Mrs." in the case of ladies, and correct post-office address. Souvenir lists of the excursionists in each party will be printed.

# Autumn Excursion No. 1, 1891.

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Leaving Boston Tuesday, September 1, and Returning Friday,  
September 11.

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## ISLES OF SHOALS, MOUNT DESERT,

St. Andrews, N. B., and the Elegant Algonquin Hotel,

MOOSEHEAD LAKE, OLD ORCHARD BEACH, ETC.

An Eleven Days' Trip to some of the Choicest Resorts on the Atlantic Coast, and to  
Maine's Most Beautiful Lake. An Excursion by Mountain Railway  
to the Summit of Green Mountain.

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**Price of Tickets (all Traveling Expenses Included), . . . \$70.00.**

**Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.**

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Among the many Atlantic coast resorts, none are more inviting than the Isles of Shoals, Mount Desert, Old Orchard Beach, and the new and elegant Algonquin Hotel on Passamaquoddy Bay. We have planned a tour to embrace all four, and in addition, Moosehead Lake, one of the choicest inland retreats of Maine, and one that enjoys equal favor with the health-seeker, the sportsman, and the lover of the picturesque.

The party will leave Boston Tuesday, September 1, at 9.30 A. M., from the Eastern

Division station of the Boston & Maine Railroad, on Causeway street. The eastward journey brings into view a picturesque part of the Massachusetts and New Hampshire coasts. We shall reach the old city of Portsmouth, N. H., at 11.10 o'clock, and there transfer to a steamer for the farther trip to the Isles of Shoals, about ten miles distant. The trip affords a delightful view of Portsmouth and its charming surroundings. The Isles of Shoals will be reached at 12.30, and the party will stop at The Oceanic, a hotel which has won high reputation as a summer resort of the best class.

The Isles of Shoals comprise a group of eight islands, belonging partly to Maine and partly to New Hampshire, the possession of the latter State having been incorporated into the town of Gosport. They were first called Smith's Isles, having been thus designated by the redoubtable Captain John Smith, who visited them in 1614. One of the first settlers was William Pepperell, an ancestor of Sir William Pepperell, of Kittery. There was a populous settlement (about 600 persons) here previous to the Revolution, fishing being the main pursuit; and over 150 years ago ship-loads of fish were sent to Spain and the West Indies. Now the fishing interest has dwindled in importance, or rather it has been left to the summer guests of the hotels. The islands are masses of rocks, and a ramble in any direction is full of interest.

The party will leave the islands at 9.30 Wednesday morning, by steamer, for the return trip to Portsmouth, and that city will be reached at 10.25. Special drawing-room cars will be in waiting, and, leaving Portsmouth at 10.55, the party will continue its journey eastward. On leaving Portsmouth the train crosses the Piscataquis River and enters the State of Maine. The railway skirts the Maine coast for some distance, and between Biddeford and Saco crosses the Saco River. Portland will be reached at 12.35, and dinner will be provided at the Union station. The train will then proceed at once over the main line of the Maine Central Railroad.

This important railway line passes through a beautiful section of the Pine Tree State, and for nearly fifty miles along the pleasant banks of the Kennebec River. The Androscoggin River is first crossed at Brunswick, and a little farther on the road approaches the Kennebec. Bowdoinham, Richmond, Gardiner, Hallowell, and Augusta (the fair capital of the State) are among the places passed through. At Augusta the Capitol, a massive granite structure, is seen upon the left; and upon the right, across the river, are the Insane Hospital and the United States Arsenal. On leaving Augusta the train crosses the Kennebec on an iron bridge, from which a fine view is had. Continuing along the eastern bank of the river for nearly a score of miles, we pass through Vassalboro and Winslow into Waterville, a handsome town, and the seat of Colby University. Ticonic Falls are seen on entering Waterville. The Kennebec is crossed for the last time near Waterville, and our route leads through a dozen smaller towns to Bangor. Continuing from that city over the new Mount Desert Branch of the Maine Central, the party will cross the Penobscot River, and pass through Brewer, Holden, Ellsworth, and Hancock to the ferry landing, which is near the foot of Sullivan River Falls, forty-three miles from Bangor, and thence by ferry-boat across Frenchman's Bay to Bar Harbor, a farther distance of seven miles. Bar Harbor will be reached at 7.15 P. M., and there will be a carriage transfer from the boat landing to the West End Hotel.

Mount Desert Island lies on the coast of Maine, 110 miles east of Portland, and is separated by an arm of the sea about 700 feet wide. It has an area of about 100 square miles, and includes three towns—Tremont, Mount Desert, and Eden. Bar Harbor, the chief place of summer resort, lies significantly within the borders of the latter. The surface of the island is diversified in a remarkable manner. Ocean, lake, and mountain are the elements of almost every prospect. There are scores of moun-

tains, one of which, Green Mountain, towers to the height of 1,522 feet, presenting a bold outline from every direction. A beautiful sheet of water known as Eagle Lake nestles at its foot. There are five other mountains over 1,000 feet high. At one place a deep sound penetrates the island for seven miles, overshadowed by ponderous mountains. The shore is a succession of picturesque cliffs, broken here and there into little inlets and beaches. There are numerous fresh-water lakes, one of the most charming of which, Eagle Lake, has already been mentioned. Bar Harbor has become one of the most fashionable summer resorts in the country, and its many attractions bring annually a great concourse of visitors, some of whom occupy the numerous commodious hotels scattered through the village, while others have erected handsome villas on commanding sites. It has been made one of the loveliest spots on the Maine shore, and possesses all the charms of a seacoast and mountain retreat.

The view from Green Mountain is indescribably fine, and on Thursday there will be an excursion thither.

Thursday and Friday will be passed at Bar Harbor. Leaving Bar Harbor Saturday morning, the travelers will retrace their way by ferry-boat and cars to Bangor, where dinner will be provided. From Bangor we proceed over the main line of the Maine Central Railroad. This region was to a large extent a wilderness previous to the advent of the railway, and it still remains the paradise of the fisherman and the hunter. We have yet to go 114 miles before reaching the St. Croix River at Vanceboro, which there forms the dividing line between the United States and the Province of New Brunswick. For a long distance—from Bangor to Mattawamkeag, fifty-eight miles—we follow the banks of the Penobscot, whose flood bears more lumber from the great northern forests of Maine than is floated on any other single river in the whole world. There are many charming views along the shores. With a length

of 300 miles, wholly within the "Pine Tree State," the Penobscot drains an area of 8,200 square miles. No less than 467 lakes belong to its broad and comprehensive system. The town of Orono is situated at the confluence of the Penobscot and the Stillwater Rivers, and perpetuates in its name the memory of a once famous chief of the Tarratines. The Maine State College of Agriculture and the Mechanic Arts is situated here. Oldtown derives its name from its proximity to Indian Island, the "Neganudank" (oldest-settled island) of the ancient Tarratines. Only 350 of the tribe that once peopled this region now remain. The second railroad built in the United States (1836) extended from Oldtown to Bangor. The track was laid with wooden rails, on which was placed a strap of iron. At Passadumkeag the train crosses the river of the same name. On one of the near islands there formerly existed a French fort, which was destroyed by Weymouth in 1723. At Lincoln a view is had of Mount Katahdin. At Mattawamkeag we cross the river of the same name and bid farewell to the Penobscot. At this point the Canadian Pacific Railway enters from the west and pursues its way eastward over the same track as the Maine Central. Winn, Kingman, and other towns on this part of the route are famed for their tanneries. Danforth, Eaton, Forest, and Lambert Lakes are gateways to the fishing and hunting region lying around the Schoodic Lakes, which form the head waters of the St. Croix River. From mills situated in these places, a great part of the prepared material from which orange and lemon boxes are manufactured is shipped to Florida and Sicily. Vanceboro contains a custom-house, a group of railway buildings, and a large tannery. Immediately after leaving the station we cross the St. Croix River, which forms the international boundary line. Six miles east of Vanceboro, at McAdam Junction, we turn southward on the New Brunswick Railway (a part of the Canadian Pacific system), in order to visit St. Andrews, N. B., forty-two and a half miles from that point.



The party will reach St. Andrews in the evening, and there will be a transfer from the station to the stately Algonquin Hotel, which occupies the highest elevation within the town. In this delightful spot we shall remain through Sunday and Monday.

St. Andrews is found to occupy a narrow point of land which juts out into fair Passamaquoddy Bay. On one side flows the St. Croix River, here two miles wide, with the Maine shore on its farther side; while in front are several large islands. Navy and Minister's Islands are near the shores of St. Andrews, the former on the west side and the latter on the east side of the town. It is claimed that over seventy-five miles of shore line can be plainly seen from the verandas of the new and elegant hotel, The Algonquin. St. Andrews has about 1,800 inhabitants, and was handsomely laid out with wide and regular streets a century ago. The rise of St. Stephen robbed the place of much of its early commercial importance, but it still remains one of the most charming health resorts on the Atlantic coast. Art has now supplemented nature in the provisions made for the comfort and pleasure of the visitor, The Algonquin being a model hotel, with all modern improvements. The outlook from its pleasant verandas is superb, a charming and far-reaching view being presented on every side. There is sea-bathing at the shore, and hot and cold sea-water baths within the house. The land syndicate, to whose enterprise the public is indebted for The Algonquin, has already done much to adorn the town, in and near which it has extensive and valuable possessions. The point of land by the water-side, beyond the town, has been converted into a charming little park. Both the hotel and its lovely surroundings are sure to delight the visitors, and the house is conducted in such a manner as to win unqualified praises from the most exacting class of travelers.

Leaving St. Andrews Monday evening in sleeping-cars, we shall retrace our way as far as Mattawamkeag, and then proceed over the Canadian Pacific Railway line to



Greenville, which lies on the shores of Moosehead Lake. This route takes us through the heart of the Maine wilderness. We shall reach Greenville at a seasonable morning hour, and, after breakfast, take a steamer for the farther trip to the Mount Kineo House.

Maine's most picturesque sheet of water — Moosehead Lake — has long been a resort of the sportsman, and a famous hotel is delightfully situated upon its shores beneath the shadows of Mount Kineo, which rises 763 feet above the lake, or 1,758 feet above the level of the sea. The lake is thirty-six miles long, from a mile to fourteen miles in width, and so irregular in form that its shore line extends fully 300 miles. It is the unfailing reservoir of the picturesque Kennebec River, and is fed by numerous little streams, several of which flow from other lakes or small ponds. The shores are generally wooded with birch, poplar, fir and spruce, and present every form of graceful contour in countless bays and peninsulas. The party will spend Tuesday and Wednesday at this delightful retreat, taking its departure Thursday morning. There will be an excursion by steamer, upon the lake, Wednesday forenoon.

Leaving the Mount Kineo House Thursday, the party will return to Greenville by boat, and then, taking drawing-room cars, proceed over the Bangor & Piscataquis Railroad to Dover, and thence over the new branch of the Maine Central Railroad *via* Dexter to the main line of the same road at Newport. From Newport the train will continue *via* Waterville, Augusta, Hallowell, Gardiner, and Brunswick to Portland, and then over the Western Division of the Boston & Maine Railroad to Old Orchard Beach, where three of the leading hotels — the Hotel Fiske, Sea-shore, and Old Orchard House — will furnish abiding-places for the party until the following afternoon.

Old Orchard Beach is one of the most famous of New England coast resorts, its

peculiar situation rendering it accessible for Canadian tourists as well as for pleasure seekers residing within our own country. The beach is of crescent shape, nine miles in length. The great hotels are capable of accommodating 3,000 guests, and the facilities for bathing and boating are unsurpassed.

The party will leave Old Orchard Beach at 12.48 P. M. Friday, and proceed to Boston over the Boston & Maine Railroad (Western Division). This route passes through Saco, Biddeford, and Kennebunk, Me.; Great Falls, Dover, and Exeter, N. H.; and Haverhill, Lawrence, Wakefield, and Malden, Mass. Boston will be reached at 4.15 P. M.

## ITINERARY.

TUESDAY, September 1.—Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 9.30 A. M. On arrival at the station members of the party should check their baggage to The Oceanic, Isles of Shoals. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel at the Isles of Shoals. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. On arrival at Portsmouth, N. H., at 11.15 A. M., transfer to the steamer "City of Portsmouth," and proceed to the Isles of Shoals; arrive at The Oceanic 12.30 P. M.

WEDNESDAY, September 2.—Leave Isles of Shoals by steamer 9.30 A. M.; arrive at Portsmouth 10.25 A. M.; transfer to the Boston & Maine Railroad station (Eastern Division), and at 10.55 A. M. take special drawing-room cars for Bangor and Mount Desert Ferry over said road and its continuation, the Maine Central Railroad; dinner at the Union station dining-rooms, Portland; arrive at Bangor 4.45 P. M.; arrive at Mount Desert Ferry 6.35 P. M.; arrive at Bar Harbor 7.15 P. M.; carriage transfer to West End Hotel.

THURSDAY, September 3.—An excursion will be made to the summit of Green Mountain.

FRIDAY, September 4.— At Bar Harbor.

SATURDAY, September 5.— Carriage transfer to boat landing, and at 10.30 A. M. leave Bar Harbor by ferry-boat; arrive at ferry landing, Hancock, 11.25, and proceed thence by rail in drawing-room cars; arrive at Bangor 1.10 P. M.; dinner at station dining-rooms; leave Bangor at 3.20 P. M. and proceed eastward over Maine Central Railroad and Canadian Pacific Railway; from McAdam Junction southward, arriving at St. Andrews, N. B., 9.20 P. M.; transfer from the station to The Algonquin.

SUNDAY, September 6.— At The Algonquin, St. Andrews, N. B.

MONDAY, September 7.— At The Algonquin, St. Andrews, N. B. Transfer to the station, and at 10.30 P. M. leave St. Andrews in Canadian Pacific sleeping cars.

TUESDAY, September 8.— Arrive at Greenville, Me., 6.50 A. M.; breakfast at station dining-rooms, and then by steamer to the Mount Kineo House.

WEDNESDAY, September 9.— At the Mount Kineo House, Moosehead Lake. Steamer excursion around the lake, leaving the hotel at 9.30 A. M.

THURSDAY, September 10.— Leave Mount Kineo House by steamer at 8.00 A. M.; lunch at Greenville; then take drawing-room cars on the Bangor & Piscataquis Railroad; from Dover westward on Maine Central Railroad to Portland; thence, *via* Boston & Maine Railroad, to Old Orchard Beach, arriving at 6.29 P. M.; to the Hotel Fiske, Sea-shore and Old Orchard Houses.

FRIDAY, September 11.— Leave Old Orchard Beach, in drawing-room cars *via* Boston & Maine Railroad, at 12.48 P. M.; arrive in Boston (Boston & Maine Railroad station, Haymarket square) 4.15 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals at the Isles of Shoals, Bar Harbor, St. Andrews, N. B., Mount Kineo House, Greenville, and Old Orchard Beach; the excursions to the summit of Green Mountain and on Moosehead Lake; seats in drawing-room cars from Portsmouth to Mount Desert Ferry, Mount Desert Ferry to St. Andrews, and from

Greenville to Boston; Canadian Pacific sleeping-cars from St. Andrews to Greenville; transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.


Return railway tickets are good from Moosehead Lake to Boston for thirty days, but the coupons for drawing-room car seats on the return journey will be good only on the dates inscribed thereon.

The tickets for this excursion must be taken on or before Saturday, August 29.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

## Autumn Excursion No. 2, 1891.

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Leaving Boston Tuesday, September 1, and Returning Monday, September 7.

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A SEVEN DAYS' TOUR OF THE

## WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest, with Visits to North Conway, the Crawford House, the Profile House, the Flume House, etc. A Night on the Summit of Mount Washington, Excursion through the White Mountain Notch, Carriage Ride up Mount Willard, a Visit to the Flume, Pool, etc.

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Price of Tickets (all Traveling Expenses Included), . . \$40.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$28.00.

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THE second in our series of autumn tours is devoted to a grand round of the White Mountain region. The trip will occupy seven days. The party will leave Boston Tuesday, September 1, taking a train at the Eastern Division station of the Boston & Maine Railroad, Causeway street, at 1.15 P. M. The route eastward and northward is through Lynn, Salem, Beverly, Newburyport, Portsmouth, Great Falls, and Conway. North Conway will be reached at 5.45 P. M., and the night and succeeding forenoon will be passed at the Kearsarge House. Wednesday morning there will

be a carriage ride, with visits to Conway, Echo Lake, Cathedral Ledge, Diana's Baths, etc. Leaving North Conway at 3.00 in the afternoon, the party will proceed northward through the romantic White Mountain Notch, over the most picturesque part of the Maine Central Railroad. This trip is one of the salient features of the journey through the mountain region. The scenery is grand and impressive, as the traveler is carried into the very heart of the hills. The train will be due at the Crawford House at 4.40, at the Mount Pleasant House 4.48, and the Fabyan House 4.50 P. M. The party will remain at these hotels through Thursday and until Friday afternoon, an option being given passengers regarding their sojourning-place. Ample time will be given to visit all the picturesque points in and about the White Mountain Notch, and also to ascend Mount Willard, which commands a remarkably fine view. The ascent will be made Thursday in the course of a carriage excursion, a good road leading to the summit.

Leaving the several hotels Friday afternoon, the party will proceed over the Mount Washington Branch of the Concord & Montreal Railroad, and the Mount Washington Railway to the top of the highest mountain in New England. The summit will be reached at 6.30 P. M.; and here, at the elevation of 6,291 feet above the sea, the night will be passed at the Mount Washington Summit House. Leaving the mountain top at 7.00 A. M. Saturday, the party will journey by the railway down into the valley, and thus enjoy a second trip over this wonderful line. Taking the same route, as far as the Mount Pleasant House and Fabyan's, by which we approached Mount Washington, we continue down the Ammonoosuc valley to Bethlehem Junction, over the Concord & Montreal Line, where we change to the Profile & Franconia Notch Railroad (narrow gauge) for the farther ride of nine miles to the Profile House.

At this famous mountain retreat the party will spend Sunday, or, if preferred, per-

sons may go on to the Flume House, five miles farther down the picturesque valley of the Pemigewasset, and pass Sunday there. Both hotels are under the proprietorship of Messrs. Taft & Greenleaf; and in the vicinity of the Flume House are many places of interest, including the Flume, Pool, and Mount Pemigewasset. There will be a carriage ride Saturday afternoon to the Flume and Pool from the Profile House.

Monday will be devoted to the return journey to Boston. Stage coaches will leave the Profile House at 9.20 A. M. and the Flume House at 10.20 A. M. The parties will leave North Woodstock by the Pemigewasset Valley Branch of the Concord & Montreal Railroad at 11.20 A. M. Plymouth will be reached at 12.10, and after dinner at the Pemigewasset House the southward journey by rail will be resumed over the Concord & Montreal Railroad and the Boston & Maine system. The train will be due in Boston at 4.55 P. M.

## ITINERARY.

**TUESDAY, September 1.**—Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 1.15 P. M. On arrival at the station members of the party should check their baggage to North Conway. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Conway 5.45 P. M.; to Kearsarge House.

**WEDNESDAY, September 2.**—At North Conway. Carriage ride, visiting Conway, Echo Lake, Cathedral Ledge, Diana's Baths, etc.; leave North Conway from the Boston & Maine Railroad station at 3.00 P. M., and proceed through the White Mountain Notch *via* the Maine Central Railroad; arrive at the Crawford House 4.40 P. M., the Mount Pleasant House 4.48 P. M., and the Fabyan House 4.50 P. M.

**NOTE.**—Passengers can have their option of hotels, stopping at the Crawford, Mount Pleasant, or Fabyan Houses, by giving timely notice.



THURSDAY, September 3. — At the Crawford House, Mount Pleasant House, or Fabyan House. Carriage ride to the summit of Mount Willard.

FRIDAY, September 4. — Leave the Crawford House, *via* the Maine Central Railroad, 3.10 P. M., and proceed over said road to the Mount Pleasant House, and thence, over the Mount Washington Branch of the Concord & Montreal Railroad, to the Base station, arriving at 5.10 P. M.; thence over the Mount Washington Railway, arriving at the Mount Washington Summit House 6.30 P. M. Passengers from the Fabyan and Mount Pleasant Houses will proceed directly over the Mount Washington Branch, leaving Fabyan's at 4.35 P. M.

SATURDAY, September 5. — Leave the summit of Mount Washington, *via* Mount Washington Railway, at 7.00 A. M., and reach Base station at 8.10 A. M.; thence over Mount Washington Branch of Concord & Montreal Railroad to Fabyan's; leave Fabyan's, *via* Concord & Montreal line, at 9.15 A. M.; arrive at Bethlehem Junction 9.36 A. M.; leave Bethlehem Junction, *via* the Profile & Franconia Notch Railroad, at 9.55 A. M.; arrive at the Profile House at 10.30 A. M.; carriage ride in the afternoon, visiting the Flume, Pool, etc. Persons who desire to pass Sunday at the Flume House instead of at the Profile House can do so.

SUNDAY, September 6. — At the Profile House or the Flume House.

MONDAY, September 7. — Leave the Profile House at 9.20 A. M. and the Flume House at 10.20 A. M. by stage, and proceed to North Woodstock; leave North Woodstock, *via* the Pemigewasset Valley Branch of the Concord & Montreal Railroad, at 11.20 A. M.; arrive in Plymouth 12.10 P. M.; dinner at the Pemigewasset House; leave Plymouth 12.50 P. M.; arrive in Boston (Boston & Lowell or Southern Division station of Boston & Maine system, Causeway street) 4.45 P. M.

The price of tickets for the round trip from Boston back to Boston will be FORTY DOLLARS. This sum includes all transportation by rail; drawing-room cars from Boston to North Conway; hotel accommodations and incidental meals at North Conway, the Crawford, Mount Pleasant, or Fabyan Houses, summit of Mount Washington, Profile House, Flume House, and Pemigewasset House; all excursions, side trips, and carriage rides enumerated in the itinerary; all transportation and care of checked



baggage; services of conductors, etc. Return tickets are good from the Profile House for thirty days.


Price of tickets for children between the ages of five and twelve years, **TWENTY-EIGHT DOLLARS.**

Tickets for the excursion must be taken on or before Saturday, August 29.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

## Autumn Excursion No. 3, 1891.

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Leaving Boston Tuesday, Sept. 1, and Returning Wednesday, Sept. 9.

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THE WHITE MOUNTAINS, MONTREAL, QUEBEC,  
**THE WONDERFUL SAGUENAY RIVER,**

The Falls of Montmorenci, and Lake Memphremagog.

**A Nine Days' Trip through the Lake and Mountain Regions of New England, and an  
Extended Tour through the Most Picturesque Parts of Canada.**

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**Price of Tickets (all Traveling Expenses Included), . . . \$60.00.**

**Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.**

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THE grandly picturesque region of the Saguenay River forms the chief objective point in our third autumn tour.

The scenery upon the Lower St. Lawrence and its great tributary, the Saguenay, is upon the same stupendous scale that has made the great river of the Pacific Northwest, the Columbia, so famous. Bold cliffs rise to great heights, while a deep river rolls in shadows at their base. The romantic St. Lawrence is a fitting prelude to the grander Saguenay, where the voyager sails over fathomless depths, between giant walls, and amid scenes of primitive wildness and solitude. The Saguenay trip has recently been

rendered more enjoyable than ever, for the reason that it is made on a large and comfortable steamer of the best class — the “Canada.” This vessel belongs to the Richelieu & Ontario Navigation Company, and forms one of the great chain of excursion steamers running across Lake Ontario, down the River St. Lawrence, and up the Saguenay, deservedly one of the most favored tourist routes in America. On the way to or from the Saguenay region, our excursion parties pass through two very interesting Canadian cities — Montreal and Quebec — and also through a charming section of Northern New England. Both Vermont and New Hampshire are traversed for nearly or quite their entire length, and sojourns are made amid the White Mountains, and also on the shores of beautiful Lake Memphremagog.

The party will leave Boston, from the station of the Boston & Maine Railroad (Eastern Division, Causeway street), Tuesday, September 1, at 1.15 P. M., in drawing-room cars, and proceed to the mountain region *via* Lynn, Salem, Newburyport, Portsmouth, Conway Junction, Wolfeboro Junction, and North Conway, arriving at the two famous houses, the Crawford and the Fabyan, at 6.55 and 7.05 P. M., respectively. The latter part of the railway ride is through the White Mountain Notch, one of the wildest and most picturesque sections in the whole mountain district, the road climbing through the narrow Saco valley, while high and rugged peaks lift their giant forms on either side. The night and succeeding forenoon will be passed at the Crawford and Fabyan Houses, and there will be ample time Wednesday morning to visit the charming nooks and grand view-points in the vicinity. The party will dine at the Fabyan House, and at 1.05 P. M. will proceed northward to Montreal. The route will be *via* Bethlehem Junction, Littleton, Wells River, Montpelier, and St. Albans.

The journey from Montpelier to St. Albans is over the picturesque Central Vermont line, and the scenery of the Winooski valley and the Green Mountains is of the most

varied and pleasing character. Fine views are to be had of Camel's Hump and Mount Mansfield, the highest peaks of the Green Mountains. The latter has the greater elevation, and attains an altitude of 4,359 feet above sea-level. The Adirondack Mountains, beyond the western shores of Lake Champlain, may also be seen as the railway comes nearer to the lake. St. Albans, one of the busiest and most cosmopolitan of Vermont towns, is reached at six o'clock, and Montreal at 8.00 P. M.

Thursday will be passed in Montreal, the visitors making their headquarters at the elegant Windsor Hotel, Dominion square. There will be a carriage ride Thursday morning, with visits to the principal churches and points of interest within the city. The beautiful park at the summit of Mount Royal and the Grey Nunnery (or L'Hôpital de les Sœurs Grises) will be included in this round, which is intended to afford the visitor a comprehensive idea of Montreal and its really beautiful surroundings. Among the churches worthy of attention are the French Cathedral of Notre Dame, which was built in imitation of its Paris namesake, and holds over 10,000 people, on Notre Dame street; the handsomely decorated Church of the Jesuits, on Bleury street; Christ Church Cathedral, on St. Catherine street; the new and beautiful Church of Notre Dame de Lourdes, on St. Catherine street; the ancient Church of Notre Dame de Bonsecours, on St. Paul street; and St. Peter's Cathedral, near Dominion square. The largest bell in America, weighing 24,780 pounds, hangs in the south tower of the Cathedral of Notre Dame. It was cast in London in 1847. In the opposite tower is a chime of ten bells. The towers of Notre Dame, one of which may be ascended, are 220 feet in height. Among the prominent public buildings are several bank edifices and the Post Office, on St. James street; the Court House and new City Hall, on Notre Dame street; the Bonsecours Market, on St. Paul street; Ste. Anne's Market, on Foundling street; the Custom House, at Foundling and Common

streets; the Young Men's Christian Association Building, on Victoria square; and the Hotel Dieu, McGill College, College of Montreal, and the Exhibition structures, near the mountain. The statue of Her Majesty, the Queen, which ornaments Victoria square; the Nelson Monument, at the head of Jacques Cartier square; and the substantial docks, crowded with ocean steamers and sailing craft, are also objects of interest. The Grey Nunnery comprises an extensive group of buildings on Dorchester and Guy streets. The view from Mount Royal includes the entire city, the river and its islands, the Victoria Bridge, and a large extent of country, with Belœil, Boucherville, and other distant mountains. To the list of prominent edifices should be added the Windsor Hotel, which is one of the finest establishments of its kind in America. Montreal is the most populous city in Canada, having 211,302 inhabitants. Of the cities in the United States there are only fourteen larger.

At 7.00 P. M. on Thursday the party will leave Montreal for Quebec on one of the fine steamers of the Richelieu & Ontario Navigation Company's line. The morning approach to Quebec affords a series of remarkably picturesque views of the ancient French capital.

The passengers are transferred to the Richelieu & Ontario Navigation Company's steamer "Canada" without delay or trouble, the two vessels being placed alongside each other. The enterprise of this corporation in placing such a finely equipped and commodious steamer as the "Canada" upon their Saguenay route will be thoroughly appreciated by the tourist public, whose comfort will be much enhanced. The vessel is strongly built of Bessemer steel, and is in every way admirably adapted to first-class passenger service. There are 123 commodious staterooms.

Forty-eight hours are occupied in the magnificent voyage down the noble St. Lawrence River and up the still wider and more picturesque Saguenay, with the return to

Quebec, and this period is crowded full of novel and interesting experiences. The scenery is of the grandest description, and the trip is so planned that the passenger passes over every part of the route by daylight, either going or returning. Soon after leaving Quebec, the passenger sees in the distance Montmorenci Falls in an indentation of the north bank of the river. The steamer next passes along the shores of the beautiful Island of Orleans, which Jacques Cartier in 1535 christened the "Isle of Bacchus." As soon as the island is passed, the frowning heights of Cape Tourment come into view, and the steamer is compelled to approach the picturesque point quite closely. The cape forms a part of the Laurentide range of mountains, and rises to the height of about 2,000 feet. At the highest elevation a cross was erected in 1616, and this was replaced by a small chapel in 1870. After passing through several fine groups of romantic islands, the steamer approaches the picturesque village of Murray Bay, one of the most famous summer resorts of the Canadians. From here the vessel crosses the widening St. Lawrence to Riviere du Loup, near which Cacouna, another fashionable watering-place, is situated. Recrossing the river, the boat makes its next stop at Tadousac, an ancient village which occupies a position on the north shore of the St. Lawrence and at the mouth of the Saguenay. This place formed the headquarters of the early French settlers in the sixteenth century. Père Marquette, the explorer of the Mississippi valley, resided here in a house built of stone and mortar, the first edifice of its kind built in America. A little old church, erected in the early part of the last century, in place of an older structure, forms one of the chief centres of attraction. Mr. Murray has laid some of the most thrilling scenes of his beautiful story, "The Doom of Mamelons," on the banks of the Saguenay and near Tadousac.

We now enter the great rock gorge, through which pour the unfathomable floods of

the mountain-shadowed river of the North. The Saguenay seems to occupy a rift through the Laurentian Mountains, extending a distance of 130 miles from Lake St. John to the St. Lawrence. Ten rivers pour their waters into Lake St. John. For ninety miles the Saguenay is a deep, and for much of the way a fathomless gulf, with steep, precipitous walls on either side. The continuous ridges rise 1,000 and 1,500 feet, while mountain peaks shoot up still higher. Capes Eternity and Trinity are two mighty headlands which guard the entrance to Eternity Bay. The latter rises almost perpendicularly from the water to the height of 1,700 feet. The river at this point is 1,000 feet deep. Tableau Rock is a great cliff that might have been carved by Titans. Landings are made at Ha! Ha! Bay and Chicoutimi. The latter is quite a populous French town, which stands at the head of navigation. Many quaint scenes are to be witnessed at both places. The voyage up the Saguenay is generally made at night, and the return by day, so that none of the wonderfully grand and impressive scenery is lost to the tourist.

The return voyage will occupy Saturday and Saturday night, and the passengers will awake near Quebec Sunday morning. The ancient city presents a very striking appearance from the river; the steep cliffs crowned by the walls of the Citadel, the quaint buildings and the glistening spires, domes, and roofs, forming a picture essentially foreign, which the groups of "carters," with their *caleches* and other strange vehicles met with at the docks, only serve to heighten. Sunday and the greater part of Monday will be passed in this quaint town of the olden time, the visitors making the St. Louis Hotel and the Russell House their places of abode. One of the features of the visit will be a carriage ride Monday morning to points that are distant from the hotel. Quebec is unique in its every aspect, and of especial interest to the American visitor. It is more European in character than American, and of an ancient European



type which has suffered few changes. The upper town is surrounded by a massive and frowning wall of hewn stone nearly three miles in length, and five gateways formerly communicated with the enclosed part of the city. From the lofty Citadel, or from the magnificent promenade known as Dufferin Terrace, the beholder looks down upon a curious scene of activity. The Citadel covers about forty acres, and was long considered an impregnable fortress. The Plains of Abraham, and the precipitous bluffs scaled by the intrepid Wolfe and his brave soldiers in that famous surprise and victory of 1759, are near at hand. Point Levis, on the opposite bank, is where Arnold and his little army rendezvoused in 1775, after their memorable march through the wilderness. The Governor's Garden, or garden of the fortress, contains a monument sixty-five feet in height, which was erected to the memory of those two brave commanders, Wolfe and Montcalm. The Basilica, or French Cathedral, contains some fine paintings by eminent artists. The Seminary Chapel adjoining, in which was a large and valuable collection of works of art, was destroyed by fire, with all its contents, a few years since. The Falls of Montmorenci are six miles from the city; and the drive thither, out through Beauport, one of the prettiest suburbs of the city, is delightful. The falls have a descent of 240 feet, and near them was fought the unsuccessful and nearly disastrous battle which preceded Wolfe's final victory on the Plains of Abraham.

After dinner on Monday there will be an omnibus transfer from the hotels to the Quebec Central Railway ferry; and at 2.00 P. M. a train will be taken on said road, on the Point Levis side of the St. Lawrence, for Sherbrooke, Can., and thence over the Passumpsic Division of the Boston & Maine system for Newport, Vt. Supper will be provided at Sherbrooke, and Newport will be reached at 10.00 P. M.

From Monday night until Wednesday morning the party will sojourn at the Mem-



phremagog House, which is delightfully situated on the shores of the beautiful lake of the same name. On Tuesday there will be a steamboat excursion on the lake, the steamer going as far as Georgeville, and over the most picturesque parts of this beautiful sheet of water. The bold, rock-bound shores, numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forests and the distant blue peaks, serve to heighten the charm of the lovely lake.

Leaving Newport Wednesday morning at 8.30 the party will resume its journey southward over the Boston & Lowell system of the Boston & Maine Railroad. St. Johnsbury and Wells River in Vermont, Warren, Plymouth, Lake Village, Laconia, Tilton, Concord, Manchester, and Nashua in New Hampshire, and the Massachusetts cities of Lowell and Woburn, lie upon this route. Dinner will be provided at the Pemigewasset House, Plymouth, and the train will reach Boston at 4.55 P. M.

The excursion will be carried out in accordance with the following

### ITINERARY.

**TUESDAY, September 1.**—Leave Boston from the Boston & Maine Railroad station (Eastern Division, Causeway street) at 1.15 P. M. On arrival at the station members of the party should check their baggage to the Crawford or Fabyan Houses. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the Crawford House 6.55 and Fabyan's at 7.05 P. M.

**WEDNESDAY, September 2.**—At Crawford and Fabyan Houses. Members of the party at Crawford House will leave there at 12.10 P. M. *via* the Maine Central Railroad; arrive at Fabyan's 12.20 P. M.; take dinner there, and the whole party will then leave Fabyan's at 1.05 P. M. *via* Concord & Montreal Railroad; arrive at Montreal 8.00 P. M.; omnibus transfer to the Windsor Hotel.

THURSDAY, September 3.—At Montreal. Carriage drive during the forenoon, visiting the principal churches, the Grey Nunnery, Mount Royal Park, etc.; omnibus transfer at 6.30 P. M. to the Richelieu & Ontario Navigation Company's steamer for Quebec; leave for Quebec at 7.00 P. M.; stateroom berths furnished.

FRIDAY, September 4.—Arrive at Quebec 7.00 A. M.; transfer at once to the Richelieu & Ontario Navigation Company's fine Saguenay steamer "Canada," and start upon the trip down the St. Lawrence and up the Saguenay.

SATURDAY, September 5.—On the Saguenay.

SUNDAY, September 6.—Arrive at Quebec 7.00 A. M.; omnibus transfer to St. Louis Hotel and the Russell House.

MONDAY, September 7.—At Quebec. Carriage drive, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.; omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over Passumpsic Railroad to Newport, Vt., arriving at 10.20 P. M.; remain at the Memphremagog House.

TUESDAY, September 8.—At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

WEDNESDAY, September 9.—Leave Newport 8.30 A. M. *via* Passumpsic Railroad; arrive at Plymouth 12.20 P. M.; dinner at Pemigewasset House; leave Plymouth 12.50 P. M.; arrive in Boston (Boston & Lowell Railroad or Southern Division station of the Boston & Maine system) 4.55 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY DOLLARS. This sum covers all transportation by rail and steamer; drawing-room cars from Boston to the Crawford House and Fabyan's and thence to Montreal; hotel accommodations and incidental meals at the Crawford House, Fabyan House, Montreal, Quebec, Newport, (Vt.) and Plymouth (N. H.); meals and stateroom berths on steamer during the trips on the St. Lawrence and Saguenay Rivers; the steamboat

excursion on Lake Memphremagog; carriage rides at Montreal and Quebec; transportation, transfer, and care of all checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.


Return tickets from Newport to Boston will be good for thirty days.

Tickets for the excursion must be taken on or before Saturday, August 29.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (Opposite School St.), Boston, Mass.**

# Autumn Excursion No. 4, 1891.

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Leaving Boston Tuesday, Sept. 1, and Returning Wednesday, Sept. 9.

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## THE WHITE MOUNTAINS, MONTREAL, QUEBEC, LAKE ST. JOHN,

**The Falls of Montmorenci, and Lake Memphremagog. A Nine Days' Trip  
through Picturesque Sections of New England and Canada, with  
a Visit to the Great Canadian Wilderness.**

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**Price of Tickets (all Traveling Expenses Included), . . . \$60.00.**

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

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NORTHWARD of the St. Lawrence and its great tributary, the Saguenay, lies a vast region which to the present day remains practically unexplored and a mystery. Eastward stretches the wilderness of the Labrador peninsula, and to the northwest lies Hudson's Bay. The early French explorers peopled this section with strange beings—pigmies, giants, and an amphibious race having one leg, one foot, one arm, and two hands. The Indians, who were chiefly the authority for such stories, also told of a tribe of black men, answering in description to the negroes of to-day, who were the terror of the Esquimaux. The Nasquapees, once a powerful people, now fast dying out, claim that they are descendants of an old and mighty race that lived in the far

north "when it was all summer there." In this mysterious country, and along the Saguenay, Murray has laid the scenes of his fascinating story, "The Doom of Mamelons." The early Jesuits penetrated into the region to some extent, and modern explorers have found it much easier to perpetrate the errors of Père Lauré's map than to search out the truth. Lake Mistassinni, even, is a geographical enigma, some writers claiming that no such body of water exists, while others make its proportions assume those of a vast inland sea.

Within the borders of this great northern wilderness, over 600 miles north of Boston and 190 miles from Quebec, lies Lake St. John, into which ten important rivers discharge their waters, and from which flows the great Saguenay. Nearly round in form, this lake is sixty miles across, occupying a depression in a great plain lying northeast of the Laurentian chain of mountains. Into this far northern region we shall take one of our tourist parties. The route thither is to a large extent through a primitive Canadian forest, untrod save by the hunter and trapper, and by the side of lakes and streams abounding in finny game. The scenery is of the most picturesque character, fitly supplementing the grandeur of the St. Lawrence and the Saguenay. It was not until the recent completion of the Quebec & Lake St. John Railway that such a journey was made possible; and the traveler thitherward still finds himself far from beaten tracks.

A visit to Lake St. John will be made in connection with our autumn excursion No. 4, which also includes a journey through the White Mountain region, and sojourns in Montreal, in Quebec, and on the pleasant shores of Lake Memphremagog. The party will leave Boston Tuesday, September 1, at 1.15 P.M., from the Eastern Division station of the Boston & Maine Railroad, in drawing-room cars, and proceed *via* Lynn, Salem, Newburyport, Portsmouth, Conway Junction, Wolfeboro Junction

and North Conway to the White Mountains. The night will be passed at either the Crawford House or the Fabyan House.

Wednesday forenoon will be passed at these popular resorts, and after dinner the party will resume its northward journey, going from Fabyan's to Montreal *via* Bethlehem Junction, Littleton, Wells River, Montpelier, and St. Albans. A part of this route lies over the Central Vermont Railroad and through a picturesque part of Vermont. Montreal will be reached Wednesday evening, and there will be an omnibus transfer from the station to the magnificent Windsor Hotel. Thursday will be passed in the Canadian metropolis, and one of the features of the stay will be a carriage ride to the summit of Mount Royal, the Grey Nunnery, and to the other prominent points of interest within the city.

Leaving Montreal Thursday evening, there will be a night journey by steamer to Quebec. The ancient capital will be reached Friday morning. Up to this point the route has been already described in connection with excursion No. 3.

Leaving the steamer Friday morning, there will be an omnibus transfer to the station of the Quebec & Lake St. John Railway in time for the 8.00 A. M. train. Some of the elegant drawing-room coaches of the Monarch Car Company will be in waiting for our exclusive occupancy, so that the journey will be made in the most comfortable manner possible. The railway, upon reaching the suburbs of Quebec, crosses the beautiful St. Charles valley, and climbs the hills beyond towards the Indian village of Lorette, affording a series of magnificent retrospective views, the quaint, walled city, with its tinned spires and domes, forming the central feature, with the spreading valley, dotted with villages and thrifty French farms, in the foreground. The hills are then surmounted, and Quebec is lost to view. The stations are now for the most part lonely, but in several instances a village may

be found near at hand, or the stopping-place may be near some charming retreat for the fisherman, like Lake St. Joseph and Lake Sergent. The whole region abounds in lakes. At Valcartier the sound of a waterfall on a little stream near by is heard. St. Raymond, thirty-six miles from Quebec, is a pretty little town with a prominent church and a surrounding of hills. The village is situated upon the River Ste. Anne. Beyond here the settlements are few and far between, and consist almost entirely of the primitive log huts of the lumbermen and the railway builders. At Riviere-a-Pierre we plunge into the wilderness in earnest. Not far beyond — near the station of Laurentides — we come to the Batiscan River, which flows through the mountains in an impetuous tide. The valley through which we course for a score of miles has high walls, and for nearly the whole distance narrows to a cañon, in which the road is compelled to follow the devious turns of the stream, which swirls and eddies at the base of great cliffs almost the counterparts of those seen on the Saguenay, while the wooded mountain tops tower 1,000 feet above. With each turn of the road new vistas of these grand solitudes are opened. The railway crosses the river three times before getting away from it; and the next feature is Lake Edward, another promising haunt of the sportsman situated 113 miles from Quebec. These waters, and Lake Kiskisink, twenty-two miles beyond, have been leased by the railway company, from whose officers fishing permits may be obtained by any patrons of the line. Lake Edward is a beautiful sheet of water, formerly known as Lac des Grandes Isles, on account of the large islands it contains. More lakes are scattered through the forests, and we cross many little streams which have probably never seen an angler. A little distance north of Lake Edward we have climbed to the height of 1,567 feet above the sea-level, and, leaving the water-shed of the Batiscan behind us, descend to that of the St. Maurice. Later we cross to the water system of the Metabetchouan, one of the tributaries



of Lake St John, which flows nearly northward. We approach this river the nearest at Cedar Lake, about fifteen miles distant.

The descent of the railway from the hills south of Chambord affords a series of magnificent prospects. For a time the train is perched upon the mountain-side, high above a precipitous ravine, and it then approaches the verge, which commands, in a grand, sweeping view, a vast extent of the lake basin, with a large part of the lake itself. There is a complete change in the scenery as the lower level is reached. In place of the rough, forest-clad region we have been journeying through for the last hundred miles and more, there is an undulating surface reaching back from the lake in pleasant stretches of cleared land, with little villages and numerous farms. Chambord Junction is where the projected branch to Chicoutimi is to leave the main line, 177 miles from Quebec. Our destination is Roberval, fourteen miles beyond, and we journey thitherward along the pleasant shores of the lake, now near its clear beaches, and again upon some slightly bluff from which we can gaze down into its translucent depths. Half way between Chambord Junction and Roberval we cross, near its outlet, the River Ouiatchouan. A mile away, but in plain sight, are the beautiful Falls of the Ouiatchouan, 280 feet in height. The main falls are divided into three sheets, which spread in graceful forms, and there is an additional forty-two feet in rapids, making the total descent 322 feet. The river approaches the lake between two hills, and the base of the falls is hidden in clouds of spray. The name of the river signifies, in the Indian tongue, "the place where fish abound." The Ouiatchouanische, or Little Ouiatchouan, descends through the village of Roberval, discharging into the lake near the steamboat wharf.

We reach the Roberval station in the early evening, and near at hand is the new Hotel Roberval, which will be made our sojourning-place through Saturday. It is one

of the most flourishing parishes in the Lake St. John country, a territory which is supposed to extend from Chicoutimi to the northern boundary of the Province of Quebec, a distance of 220 miles, and from the sources of the waters flowing into the lake from the east to the River St. Maurice on the west, 200 miles, and embracing the upper valley of the Batiscan. The whole forms an area of 44,000 square miles, which is practically unexplored, except in spots. The region is fast being colonized, and in addition to Roberval there are a dozen or more villages near the lake shores or upon one or two of its tributaries. This place derives its name from the first governor-general of Canada, Jean François de la Roque, Sieur de Roberval, who passed a winter in the country as early as 1542-43, only eight years after Jacques Cartier landed at Gaspé, and sixty-six years before the founding of Quebec. He is supposed to have sailed up the Saguenay in 1543, and to have been lost. A few years ago a missionary discovered, upon one of the rivers tributary to Lake St. John, an ancient French fort with two cannon and several broken tombstones dating from the early part of the sixteenth century. It is surmised that these may denote the last resting-place of the Sieur Roberval. It was not until 1647 that Lake St. John was discovered by Father Duquen, the missionary at Tadousac.

From the Hotel Roberval a grand view is had of the village and of the broad lake. On the opposite side of the lake, and perhaps seventy miles distant, are the blue outlines of a group of mountain peaks. Looking across the lower part of the lake in the afternoon, the spire of the church at Gran Mont, fifteen miles away, is seen glistening in the sunlight. Four miles distant at the left, but hidden from view, is Pointe Bleu, a Hudson Bay Company's post and a summer village of the Montaignais Indians. There are sixty-eight families — about 200 persons — who come here in June and July, and remain until September. The rest of the year they spend in the far northern wilder-

ness, trapping and hunting. They distribute themselves along the streams, where the fur-bearing animals are found in great numbers. The skins of the marten, otter, mink, muskrat, bear, and occasionally the black fox, together with deer sinews, form with them the commodities of trade. These Indians constitute the remnant of one of the ancient northern races. They are dark-hued, not copper-colored, and differ in many ways from the Hurons, Micmacs, and other tribes of Canadian Indians. As they are the only persons having anything like an intimate knowledge of the northern wilderness, their services as guides are likely to be much sought after when the sporting resources of the region are better understood and appreciated.

Saturday will be devoted chiefly to a steamboat trip upon the lake. We shall make, as nearly as is practicable, a circuit of this great body of water. This will be a novel excursion, and one that cannot be paralleled in any other part of the eastern section of the continent. The seclusion and lonely grandeur of the Saguenay are here heightened and intensified. There are ten rivers of considerable size pouring their waters into the lake, the list being as follows, beginning at Grand Décharge, which is at the southeastern extremity, and going westward: La Belle Riviere; Metabetchouan; Ouatichouan, near the mouth of which are the falls; Ouatichouanische; Ashauapmouchouan; Tikouabé Riviere au Foin; Mistassinni; Peribonca; Little Peribonca. The settlements are chiefly on the south and west shores of the lake, and to a small extent in the lower valleys of the Ashauapmouchouan and the Tikouabé. The Mistassinni is an important river, 300 or 400 miles in length, and navigable for a considerable distance. It was for a long time supposed to form the discharge of Lake Mistassinni, but it is now established that the waters of the latter find their way to Hudson's Bay, while this stream only drains the Little Mistassinni country. Lake St. John abounds in fish, one kind of which, the ouinaniche, or "winninish" of the Indians,

a sort of land-locked salmon, has become famous. It is an especially gamy fish, and is considered a great delicacy.

Leaving Roberval Saturday evening, we retrace our way to Quebec, by night, over the route previously traversed by day. This journey will be made in the luxurious sleeping-cars of the Monarch Car Company. The party will reach Quebec Sunday morning, and the St. Louis Hotel or the Russell House will be made a sojourning-place until Monday afternoon. Monday morning there will be a carriage ride with visits to Montmorenci Falls, the Plains of Abraham, the Citadel, and the various points of interest in the quaint old city.

After dinner Monday there will be an omnibus transfer from the hotels to the Quebec Central Railway ferry; and at 2.00 P. M. a train will be taken on the Levis side for a journey over that line. Supper will be provided at Sherbrooke, and the train will reach Newport, Vt., at 10.00 P. M. The party will remain at this favorite resort over Tuesday, and there will be an excursion on Lake Memphremagog either in the forenoon or afternoon, as individuals may prefer.

Leaving Newport at 8.30 Wednesday morning, the party will proceed southward through the beautiful scenic regions of Northern Vermont and the picturesque hill and lake country of New Hampshire, reaching Plymouth in time for dinner at the Pemigewasset House. From that point the southward route is *via* Concord, Manchester, Nashua, and Lowell, to Boston, where the train will be due at 4.55 P. M.

The excursion will be carried out in accordance with the following

### ITINERARY.

TUESDAY, September 1. — Leave Boston from Boston & Maine Railroad station (Eastern Division, Causeway street) at 1.15 P. M., in drawing-room cars. On arrival at the station members of the party should check their baggage to the Crawford or Fabyan Houses. The checks will be collected upon the

train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the Crawford House at 6.55 and Fabyan's at 7.05 P. M.

WEDNESDAY, September 2. — At Crawford and Fabyan Houses. Members of the party at Crawford House will leave there at 12.10 P. M. *via* the Maine Central Railroad; arrive at Fabyan's 12.30 P. M.; take dinner there, and the whole party will then leave Fabyan's at 1.05 P. M. in drawing-room cars; arrive at Montreal 8.00 P. M.; omnibus transfer to the Windsor Hotel.

THURSDAY, September 3. — In Montreal. Carriage ride during the forenoon, visiting the principal churches, the Grey Nunnery, Mount Royal Park, etc.; omnibus transfer at 6.30 P. M. to the Richelieu & Ontario Navigation Company's steamer for Quebec; leave for Quebec at 7.00 P. M.; stateroom berths furnished.

FRIDAY, September 4. — Arrive at Quebec 7 A. M.; omnibus transfer from the steamer wharf to the station of the Quebec & Lake St. John Railway, and leave Quebec by said line in Monarch sleeping and drawing-room cars, at 8.00 A. M.; lunch on the cars; arrive at Roberval 5.00 P. M.; to the Hotel Roberval.

SATURDAY, September 5. — At Hotel Roberval. Excursion on Lake St. John by steamer. Lunch on the steamer. Leave Roberval at 9.00 P. M., *via* Quebec & Lake St. John Railway, in Monarch sleeping cars.

SUNDAY, September 6. — Arrive at Quebec 7.00 A. M.; omnibus transfer to St. Louis Hotel and the Russell House.

MONDAY, September 7. — In Quebec. Carriage drive, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.; omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; leave Levis by railway at 2.00 P. M.; supper at Sherbrooke; thence over Passumpsic Railroad to Newport, Vt., arriving at 10.00 P. M.; remain at the Memphremagog House.

TUESDAY, September 8. — At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

WEDNESDAY, September 9. — Leave Newport 8.30 A. M. *via* Boston & Maine system; from Wells River to Nashua, N. H., *via* Concord & Montreal Railroad; arrive at Plymouth 12 20 P. M.; dinner at Pemigewasset House; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Boston & Lowell, or Southern Division station, Causeway street) 4.55 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY DOLLARS. This sum covers all transportation by rail and steamer; hotel accommodations and incidental meals at the Crawford House, Fabyan House, Montreal, Quebec, Roberval, Newport (Vt.), and Plymouth (N. H.); stateroom berths on steamer during the trip on the St. Lawrence River; the steamboat excursions on Lake St. John and Lake Memphremagog; carriage rides at Montreal and Quebec; seats in drawing-room cars from Boston to the Crawford House, from Fabyan's to Montreal, and from Quebec to Roberval; sleeping-cars from Roberval to Quebec; transportation, transfer, and care of all checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.


Return tickets from Newport to Boston will be good for thirty days.

Tickets for the excursion must be taken on or before Saturday, August 29.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 5, 1891.

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Leaving Boston Tuesday, Sept. 1, and Returning Wednesday, Sept. 9.

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*The Hudson River,*  
**THE CATSKILL MOUNTAINS,**  
**COOPERSTOWN, AND BEAUTIFUL LAKE OTSEGO,**  
Saratoga, the Hoosac Tunnel Route, etc.

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**A Delightful Tour by Steamer, Railway, and Stage through a Picturesque Section  
of New York.**

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**Price of Tickets (all Traveling Expenses Included), . . . \$65.00.**

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

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THE beautiful lakes of New York have had their praises sounded in song and story until their shores seem peopled with the creations of poesy and romance. None stands forth more prominently in this respect than fair Otsego, of whose charms the novelist Cooper wrote so lovingly. His home was upon its borders, and many of the scenes of his "Leatherstocking Tales" were laid in its vicinity. It is the "Glimmerglass" of the "Deerslayer," whose prowess was exercised in the contiguous forests. The town where Cooper lived, now a favorite summer resort, took the name of the



author, and, as the nomenclature of the region is largely derived from his pages, the visitor wanders constantly amid picturesque reminders of his heroes and their deeds.

Another region abounding in picturesque and romantic interest, within easy reach of New England, and yet, speaking comparatively, but little known to tourists from this section of the country, is that of the Catskill Mountains. Not only do the mountains themselves abound in scenes of great beauty, but the natural approach thereto is by that picturesque water highway, the Hudson River. The mountain scenery has inspired the pens of Irving, Cooper, Bryant, N. P. Willis, Willis Gaylord Clark, Harriet Martineau, Bayard Taylor and other distinguished writers, and many a secluded nook has been made famous in romance, poem, and picture. Here Irving located his legend of "Rip Van Winkle," and Cooper some of the finest scenes of his tales of the woods. So closely allied to these heights, glens, and waterfalls are the myths of the novelist's brain, that the strange heroes of romance become almost veritable beings in the presence of their pictured haunts. The surrounding country witnessed some of the sturdy realities of early Dutch and English occupation, and many of the deeply dramatic events of the American struggle for independence. Year by year railway improvements have crept into the mountain section, and all the important points are now easily accessible, a few hours' railway riding now sufficing, where days of toilsome journeying by stage or mountain wagon were formerly requisite.

A tour of nine days has been arranged, combining the two sections mentioned, together with an ascent of the Hudson by steamer, a visit to Saratoga, and a return to Boston by the popular Hoosac Tunnel route.

The party will leave Boston by the favorite Fall River Line Tuesday afternoon, September 1, taking cars from the station at Park square at 5.10 P. M., and proceeding to Fall River, where it will go on board one of the palatial steamers belonging to

this route. Supper will be served before the arrival of the other passengers, and the evening can be devoted to the fine sail down Mount Hope and Narraganset Bays, or to the orchestral concert which takes place nightly in the spacious and elegant saloon. The morning approach to New York through East River affords a magnificent panorama of country and town, landscape and sea; and the early riser is amply rewarded for his enterprise in a series of matchless views. Turning from the extremity of Long Island Sound into East River, and down through Hell Gate, Randall's, Ward's, and Blackwell's Islands, each containing some of the great hospital, charitable, or reformatory institutions of New York, are passed. Then the steamer sails under the new East River bridge, and passing the wharves of the lower river with their forests of masts, rounds the Battery and ascends the still busier North River. The traveler will be interested to know that the great bridge has a total length of 5,989 feet, its river span being 1,595 feet, and its height in the centre 135 feet above summer high-water level. The towers rise 276 feet and 9 inches above high-water mark, and the suspended structure weighs 17,780 tons. The cost of the gigantic structure was about sixteen millions of dollars. While rounding the Battery a view is had of Bartholdi's colossal statue of "Liberty Enlightening the World," which stands on Liberty or Bedloe's Island.

Breakfast will be served on the Fall River boat, and there will be a transfer by annex steamer to the Vestry Street Pier, from whence one of the elegant steamers of the Hudson River Day line will leave at 8.40 A.M. This line, like the Fall River, is famed for the excellence of its steamers. The vessels were designed especially for passenger travel, and are furnished elaborately, affording every possible comfort and luxury for a delightful transit over one of the most picturesque water ways in the world, and one whose every outlook recalls events of historic interest.

Leaving the metropolis with its long, dense line of piers and warehouses, and the less populous shores above Jersey City, we come to the Palisades, a basaltic, trap-dike ridge on the west shore, from 250 to 600 feet high, extending from Hoboken to Piermont, with a continuation, more broken, above that point to Haverstraw. Yonkers is a handsome city on the east shore, eighteen miles above New York, and both above it and below it are many beautiful villas. The Academy of Mount St. Vincent is just below Yonkers. One of its buildings, the one having an appearance of an old-world castle, was once the home of Edwin Forrest, the tragedian. Hastings, Dobbs' Ferry, Abbotsford and Irvington are passed; and a little distance above the latter, and opposite the railway pier at Piermont, is Sunnyside, once the home of Washington Irving. We are now in the broad part of the Hudson, known as the Tappan Zee, the east shore of which was inhabited by the Manhattans, and the west shore by the Tappans at the time of Hendrick Hudson's visit in 1609. Nyack is on the west bank, and Tarrytown and Sing Sing, with its prison buildings, upon the east bank. Between Tarrytown and Sing Sing is "Sleepy Hollow," one of the many places along the Hudson immortalized by Irving, and near by it is the spot where Major André was captured. Above the Tappan Zee is Haverstraw Bay, five miles in width, and Haverstraw Reach. Haverstraw, Stony Point, and Peekskill, the latter just above Haverstraw Bay, suggest Revolutionary events, and, indeed, nearly every town upon the Hudson contributed something to the history of those perilous times. We are soon in the midst of the grand mountain group known as the Highlands, through which the Hudson makes its way in abrupt curves. On the left is the rugged front of Dunderberg Mountain, and on the right Anthony's Nose. Bold precipices rise from the water's edge to a height of from 500 to 1,500 feet. Sugar Loaf Mountain is two miles above Anthony's Nose, and near by was Fort Independence. Forts Clinton, Montgomery, Putnam, and Con-

stitution were farther up the river. Buttermilk Falls are upon the west side, just below Cranston's large hotel.

West Point, where the edifices of the United States Military Academy occupy a plateau 157 feet above the river, is in the very heart of the Highlands. At the time of the American Revolution West Point and its approaches were fortified with four forts and eight redoubts, while a chain and booms were stretched across the river to Constitution Island. It was the most important post in the Union, since it maintained open communication with New England, and prevented the British in New York city from communicating with Canada. The Military Academy was authorized by Congress in 1802, in accordance with Washington's suggestions, and went into operation in 1812. The Corps of Cadets numbers about 250 young men. The chief buildings are the Cadets' Barracks, Academic Building, Library, and Chapel. There are several statues of military heroes on the plain, together with a Trophy Battery; and in the cemetery sleep Generals Winfield Scott and Robert Anderson. A turn in our course beyond West Point opens new scenes of picturesque beauty. Cro'nest and Butterhill, or Storm King, the former 1,418 feet and the latter 1,529 feet high, are the northern outposts of the range on the west side, and Mount Taurus and Breakneck Mountain, 1,438 and 1,787 feet high respectively, on the east side. Cold Spring is one of the most picturesque of the villages on the Hudson. "Undercliff," near by, was the residence of the poet George P. Morris, and "Idlewild" was the romantic home of N. P. Willis. Cornwall is a village with a romantic situation between the river and the heights, and just beyond is the handsome city of Newburg, covering the slopes. The city has a population of 23,263, was founded in 1709, and received its present name from a fancied resemblance to Newburg, on the River Tay, in Scotland. In the south part of the city, and plainly to be seen from the steamer, is the old stone mansion that served

General Washington as headquarters during the closing period of the Revolutionary War. The house was built in 1750 by the Hasbroucks, a Huguenot family, and made State property in 1850. Washington resided here in 1782 and 1783, while the National army occupied the Highlands and the adjacent country. The army was disbanded at Newburg June 23, 1783. It was while he was stationed here that some of the inconsiderate officers of his army formed a plan to have Washington assume the robes of a king. Fishkill is opposite Newburg. Poughkeepsie, another beautiful city, with a population of 22,836, and the seat of Vassar College, is farther up on the east bank. Here the steamer sails under the lofty railway bridge which spans the Hudson 212 feet above high-water level. This stupendous structure, with its approaches, is 6,768 feet in length, and it rises from a sunken foundation 130 feet below the water line, or 342 feet altogether.

Dinner will be had on board the steamer, and at Rhinebeck, 90 miles above New York, which will be reached at 2.10 P. M., the party will disembark and cross the river by ferry to Rondout, reaching there at 2.25 P. M. Rondout is a part of Kingston and is situated at the mouth of Rondout Creek. We now take the cars of the Ulster & Delaware Railroad for the Catskill Mountains, which have already become prominent objects, being situated from eight to twenty miles west of the Hudson. There are twelve mountain peaks seen from the river, forming a chain twenty-one miles in length, from the overlook in the south to Windham High Peak in the north. The heights of some of the principal peaks are as follows: North Mountain, 3,450 feet; Overlook, 3,300; High Peak, 3,809; Sugar Loaf and Mink, 3,807; Plateau, 3,855; Wittenberg, 3,824; Cornell, 3,920; Peakamoose, 3,875; Blackhead, 3,965; Black Dome, 4,004; Hunter, 4,052; Slide, 4,220.

The railroad by which we journey towards this region has necessarily a steep grade.

At Stony Hollow, nine miles from Rondout, the elevation is 410 feet, and at West Hurley, a mile farther on, it is 530 feet. Low hills at times obscure the loftier range, but occasionally there are grand views of the high peaks, and especially of Overlook Mountain, in front of which West Hurley is situated. Shokan, 18 miles from the river, is at the gateway of the Catskills, and the road thenceforward has a more northerly course. Near this station are some fine views. At Phœnicia, which is at the base of Tremper Mountain, we are at an elevation of 798 feet. Here the deep gorge known as the Stony Clove enters the Shandaken Valley. Through this gorge the Stony Clove & Kaaterskill Railroad runs, and as the Catskill Mountain House is our destination, we take this line and journey northward. The ascent through the Clove is steep, often 150 feet, and in one place 180 feet, to the mile. In ten miles the rise is 1,273 feet. For some distance the road is upon a ledge along the mountain-side. Here we are walled in by high mountains on either side, the clove, or gorge, being quite narrow. The mountains rise to a height of 3,000 feet, and the scenery is of the wildest and most picturesque character. Ice is found in the gloomy depths of the clove in midsummer. Making its way along the right wall of the gorge by a steep pathway, the railway is, at Kaaterskill Junction (12 miles from Phœnicia), 2,000 feet above the sea. Continuing on, we pass the Laurel House, which is situated at the head of Kaaterskill Falls, and two miles beyond arrive at Kaaterskill station, from whence we make a short transfer to the Catskill Mountain House, which will be made our sojourning-place from Wednesday until Friday morning.

The eastern Catskills are better known than the western part of the mountain group, and formerly this was the only part of the region that was really accessible to tourists. The Mountain House has been a famous place of resort for nearly sixty years. It is situated on the verge of a great precipice on the face of Pine Orchard Mountain,

overlooking a vast stretch of the Hudson River Valley, the river itself being eight miles distant. The hotel has an elevation of 2,250 feet, and is said to command a view of 10,000 square miles of the valley. The river can be seen for sixty miles, and far beyond it are the Berkshire Hills of Massachusetts. The view is one of the grandest in America, and especially beautiful at sunrise. In the rear of the hotel are two little lakes that flow into the Kaaterskill. There are many romantic walks in the vicinity of the Mountain House, one of the most favored of which is to North Mountain. Another is over South Mountain. High Peak, some half-dozen miles distant, is also frequently climbed. The Mountain House park has a valley frontage of over three miles, and comprises 3,000 acres, largely forest.

Leaving the Mountain House Friday morning, we shall retrace our way *via* Kaaterskill Junction, and the Stony Clove line, to Phœnicia, from whence we continue over the Ulster & Delaware Railroad to the western Catskills. On the right are Mount Sheridan, Broadstreet Hollow, North Dome, Peck Hollow, Mount Sherrill, and Deep Notch. At the entrance to the latter lies Shandaken Centre. Three miles from Shandaken lies the hamlet of Big Indian, which is the point of departure for Slide Mountain, the highest of the Catskills. At this point the road leaves the valley and begins to climb the mountain-side, with a grade of from 140 to 150 feet to the mile. Pine Hill is one of the most interesting places on the route on account of the magnificent view it commands. The station is high on the hillside, while the village is in the valley below. From this point the train travels two miles to accomplish one, rounds a "horseshoe" curve, lifts itself up the steepest grade of the line, and comes to a resting-place at Grand Hotel station, 1,886 feet above tide-water. From this divide waters flow into the Hudson and the Delaware, and 400 feet higher stands the Grand Hotel.



At this popular resort we shall remain from Friday noon until Saturday morning. The Grand Hotel is one of the largest of the many resorts in the Catskill Mountains, and deservedly one of the most popular. It occupies a terrace of Summit Mountain, nearly 2,500 feet above the sea-level and only 257 feet less than the mountain-top itself. It commands a wide prospect of the Shandaken Valley and the surrounding mountains.

Leaving the Grand Hotel Saturday morning, we continue by the Ulster & Delaware Railroad to Stamford, twenty-three miles, and at that point take tally-ho coaches for the farther journey of eighteen miles to West Davenport. The railway descends from the mountains into the valley of the west branch of the Delaware. Roxbury, a thriving village, eighteen miles from the Grand Hotel, was the early home of the celebrated financier, Jay Gould, and in it is pointed out the country store where he found employment as a boy. The stage ride from Stamford is through a charming region, and will form one of the most delightful features of the tour. On arrival at West Davenport, a train on the Cooperstown & Charlotte Valley Railroad will be taken for Cooperstown, sixteen miles distant, where we shall arrive Saturday afternoon.

Cooperstown is situated at the southern end of Otsego Lake, about 1,200 feet above the level of the sea; and the popular Cooper House, of which Mr. S. E. Crittenden is proprietor, and where we shall make our headquarters during our stay in this charming retreat, occupies one of the most commanding sites in the village. There are many places of interest and picturesque points of lookout near the town, or within easy walking distance, including Hannah's Hill, Mount Vision, Prospect Rock, Lake-wood Cemetery, Leatherstocking's Cave, Natty Bumppo's Cave, and Leatherstocking Falls. Cooper's resting-place is in the Episcopal churchyard. An Orphanage, located here, is a monument of the noble qualities of heart possessed by Miss Susan Fenimore Cooper, daughter of the novelist.

Leaving Cooperstown by railway Monday afternoon, we shall proceed first to the junction of the Delaware & Hudson Canal Company's Railroad, and then continue over the latter line to Albany and Saratoga. Our route extends through the Schoharie Valley, a region settled in the early part of the last century by the Palatinate Germans, who established here seven dorfs, or villages. The original possessors of the land were the Schoharie clan of the Six Nations. Howe's Cave, a cavern of large extent, is situated forty miles from Albany.

The party will reach Saratoga Monday evening, and the succeeding day will be passed at this famous resort, the visitors making their headquarters at the popular Congress Hall, which is very centrally located, in proximity to the principal springs, and in the midst of all the gay life of the great summer metropolis. Concerts are given day and evening at Congress Hall and the other leading hotels, and also in the neighboring Congress Park. Wednesday forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc. The oldest-known spring is the High Rock, which was celebrated among the Indians previous to 1767. The Congress Spring was discovered in 1792, the Washington and Columbian in 1806, the Pavilion in 1839, the Empire in 1846, the Hathorn in 1868, the Geyser in 1870, and the Champion in 1871.

Among the present attractions of Saratoga is a reproduction of the House of Pansa, which was destroyed at Pompeii A. D. 79. The edifice is, in fact, a perfect Roman villa of that period, built in a costly manner and luxuriously appointed. The art, architecture, mythology, manners, and customs of the Roman Empire are illustrated in tangible form. The projector and proprietor of this unique exhibition is Mr. Franklin W. Smith, a Boston gentleman of wealth and artistic taste. Every visitor to this celebrated watering-place will find the "Pompeia" both interesting and iustructive.

The party will leave Saratoga Wednesday morning and make a daylight journey to Boston over the favorite Hoosac Tunnel line. This road crosses the Hudson River near Mechanicville, afterwards ascends the romantic and winding Hoosac Valley, and near North Adams, Mass., pierces the Hoosac Mountains. The tunnel is one of the greatest works of its kind in the world, being four and three-quarters miles in length. It occupied many years in construction, and was completed by the State of Massachusetts at a cost of \$16,000,000. The charming town of Williamstown, through which the road passes before reaching North Adams, is the seat of Williams College. In the vicinity are the highest of the Berkshire Hills, including Greylock (3,535 feet elevation). On the eastern side of Hoosac Tunnel we emerge at the head of the beautiful Deerfield Valley, which we traverse for about thirty miles. Near Greenfield are some magnificent views southward, looking down the Connecticut Valley. The latter stream is crossed, and we then ascend the romantic Miller's River Valley, passing through Orange, Athol, and other flourishing towns. The Nashua River is seen at Fitchburg. The train will reach Boston at a seasonable afternoon hour.

The excursion will be carried out in accordance with the following

### ITINERARY.

TUESDAY, September 1.—Leave Boston by the Fall River line (station of the Old Colony Railroad, Park square) at 5.10 P. M. On arrival at the station members of the party should check their baggage to the Catskill Mountain House *via* Fall River line and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at steamboat wharf, Fall River, 6.38 P. M.; go on board one of the magnificent steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

WEDNESDAY, September 2.—Arrive at Pier 28, North River, New York, 7.00 A. M.; breakfast on board the Fall River line boat; transfer by annex steamer to Pier 39, North River, and leave from there on Hudson River Day line steamer "New York," at 8.40 A. M.; dinner on board the steamer; arrive at Rhinebeck 2.10 P. M.; take ferry across to Rondout, and at 2.35 P. M. leave Rondout on Ulster & Delaware Railroad; from Phoenicia at 4.15 P. M. *via* Stony Clove & Catskill Mountain Railroad, and from Kaaterskill Junction at 5 07 *via* Kaaterskill Railroad; arrive at Kaaterskill station 5.35 P. M.; coach transfer to the Catskill Mountain House.

THURSDAY, September 3.—At Catskill Mountain House. Carriage ride to Kaaterskill Falls.

FRIDAY, September 4.—Coach transfer from the Catskill Mountain House to the Kaaterskill station, and leave there *via* Kaaterskill Railroad at 7.00 A. M.; leave Kaaterskill Junction *via* Stony Clove & Catskill Mountain Railroad at 7.30 A. M., and Phoenicia *via* Ulster & Delaware Railroad at 8.49 A. M.; arrive at Grand Hotel station 9.50 A. M.; to Grand Hotel.

SATURDAY, September 5.—At Grand Hotel. Leave Grand Hotel station *via* Ulster & Delaware Railroad at 9.50 A. M.; arrive at Stamford 11.12 A. M.; thence by stage to West Davenport; leave West Davenport, *via* Cooperstown & Charlotte Valley Railroad, at 2.50 P. M.; arrive at Cooperstown 4.00 P. M.; to the Cooper House.

SUNDAY, September 6.—At the Cooper House, Cooperstown.

MONDAY, September 7.—At the Cooper House, Cooperstown. Leave Cooperstown *via* the Cooperstown & Charlotte Valley Railroad at 2.00 P. M.; arrive at Junction 2.57 P. M.; leave Junction *via* Delaware & Hudson Railroad system at 3.10 P. M.; arrive in Albany 6.00 P. M. and Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

TUESDAY, September 8.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and some of the principal springs.

WEDNESDAY, September 9.—Omnibus transfer from Congress Hall to the Fitchburg Railroad station (Hoasac Tunnel route), and leave Saratoga at 9.25 A. M.; dinner at station dining-rooms, Athol, Mass.; arrive in Boston 4.20 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Catskill Mountain House, Grand Hotel, Cooperstown, and Saratoga; incidental meals on steamers of Fall River line and Hudson River Day line; stateroom berths on the Fall River line; carriage rides to Kaaterskill Falls and in Saratoga; meals *en route*; all care and transportation of checked baggage; services of conductors, etc.


Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS. Tickets returning from Saratoga will be good for thirty days.

Tickets for the excursion must be taken on or before Saturday, August 29.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 6, 1891.

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Leaving Boston Friday, September 4, and Returning Friday, September 11.

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OLD ORCHARD BEACH,

AND A COMPLETE ROUND OF THE

WHITE MOUNTAINS,

Including Gorham, N. H., the Glen House, Pinkham Notch, White Mountain Notch, Crawford House, Mount Willard, a Night on the Summit of Mount Washington, Profile House, Franconia Notch, Flume House, Flume, Pool, Pemigewasset Valley, etc.—A Magnificent Tour of  
Nine Days Amid the Glories of the Hills.

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Price of Tickets (all Traveling Expenses Included), . . . \$50.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$38.00.

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TOUR No. 6 is a comprehensive round of the famous resorts in the White Mountains, including the Glen House, Crawford House, and Profile House, a night on the summit of Mount Washington, side trips to the important sights, and an incidental visit to one of the most beautiful of New England's many beaches.

The party will leave the Western Division station of the Boston & Maine Railroad, Haymarket square, Friday, September 4, at 8.30 A. M. After a pleasant forenoon's ride through a picturesque section of northeastern Massachusetts and southeastern New Hampshire, the Maine line is crossed, and the journey is continued through a pleasant shore section of the Pine Tree State. Old Orchard Beach will be reached shortly before noon, and the Hotel Fiske, Sea-shore, or Old Orchard House will be

made a sojourning-place until the ensuing day. These hotels are situated in proximity to the beautiful beach, which is many miles in extent.

Leaving Old Orchard Beach at 7.32 A. M. on Friday, the journey will be continued over the Boston & Maine system to Portland, eleven miles, and thence over the Grand Trunk Railway to Gorham, ninety-two miles farther. The latter part of the railway is through a very picturesque region. The road leads through the lovely Androscoggin Valley from Bethel onward, and there are frequent glimpses of the high mountains. Gorham will be reached shortly after noon, and there will be a stage ride thence to the Glen House, eight miles distant. This ride, and the one to be taken on Monday from the Glen House down through the romantic Pinkham Notch, will be among the most enjoyable parts of the trip. A ride of an hour and a half from Gorham brings us to the first of the great mountain hotels we are to visit.

The Glen House is 1,632 feet above the sea and 820 feet higher than Gorham. It is built on a terrace above the Peabody River on the lower slopes of the Carter Range, and looks out directly on the five highest mountains in New England, which are but three or four miles distant, and are not masked by any intervening objects. These are, in the order they appear from right to left, Madison (5,365 feet), Adams (5,794 feet), Jefferson (5,714 feet), Clay (5,553 feet), and Washington (6,291 feet). It is a large and splendidly equipped hotel of the modern kind, complete in all its appointments, and conducted in a manner which has given it a world-wide fame. Its manager is Mr. Edgar J. Rich. There are in the vicinity many objects of interest, including Thompson's Falls, Emerald Pool, Glen Ellis Falls, and the Crystal Cascade.

Saturday, Sunday, and the early part of Monday will be passed in this delightful retreat, and early Monday afternoon the passengers will leave here by stage and proceed to Glen station. The route is through the Pinkham Notch, which has an eleva-



tion of 2,018 feet, and the distance is nearly fourteen miles. The road follows the Ellis River from the height of land through Jackson and to Glen station. Here a train on the Maine Central Railroad will be taken at 3.35 P. M. for the ride through the White Mountain Notch to the Crawford House. Observation cars will be furnished for this part of the journey. The distance is twenty-one miles, and the scenery is of the most picturesque description. The road runs beside the Saco River, or above it, in its devious course through the mountains, which at many points seem to bar the way with their ponderous fronts. Several fine glimpses of Mount Washington are had at different points, above Bemis station, the bed of Davis Brook is crossed, and upon the right, up the ravine of Sleeper's Brook, the bold terraces of the Giant's Stairs are seen. The deep ravine south of Frankenstein Cliff is crossed by an iron trestle bridge, eighty feet high and 500 feet long. Three miles below the Crawford House the Willey House is seen upon the right, 350 feet below the track. It was near this spot that the Willey family of nine persons lost their lives in the great storm and landslide of Aug. 28, 1828, while their dwelling was preserved from injury. The White Mountain Notch, strictly speaking, begins at the Willey House and extends to the Gate, just south of the Crawford House. Mounts Willey and Willard form its west and Mounts Webster and Clinton its east walls. The bold precipices of Mount Willard stand at the head of the Notch. Silver and Flume Cascades are seen upon the right, on the near slopes of Mount Clinton. The Crawford House, where we are to remain through Tuesday, will be reached at 4.40 P. M.

The Crawford House is in the chain of great summer hotels owned and operated by Messrs. Barron & Merrill, and the resident proprietor and manager is Mr. C. H. Merrill, who has also the charge of The Raymond at East Pasadena, Cal. It is situated upon a little plateau, 1,900 feet above the sea, and directly in front of the Gate of the Notch.

A little lake near by is the source of the Saco River. This charming sheet of water and the neighboring groves are among the many special points of attraction of the neighborhood. Mount Willard, Beecher's Falls, Gibbs's Falls, Flume Cascade, Silver Cascade, the Notch, Merrill's Spring, and Hitchcock's Flume are also near places of resort for visitors. The hotel is one of the largest houses in the mountain region, and has attained great popularity under Mr. Merrill's admirable management. There will be a carriage ride to the summit of Mount Willard Tuesday.

Leaving the Crawford House Wednesday afternoon, the party will proceed to Fabyan's over the Maine Central Railroad, and then *via* the Mount Washington Branch of the Concord & Montreal Railroad, and the Mount Washington Railway to the summit of Mount Washington. This is a novel trip and one that repays the traveler with a succession of magnificent views before the top is reached. The mountain railway climbs the steeps with an average grade of 1,300 feet to the mile, and a maximum grade of 1,980 feet, or thirteen and a half inches to the yard. The mechanism was invented by Sylvester Marsh, of Littleton, N. H., and first put in operation on the lower slopes in 1866. Similar roads have since been built on Mount Rigi in Switzerland, on Green Mountain, Mount Desert, on Pike's Peak, and elsewhere. It is not uncommon for the train to plough its way literally through the clouds. At the summit will be found a large hotel, the Mount Washington Summit House; a station erected by the United States Signal Service observers; an observatory erected by the United States Coast Survey; a printing-office, from which is issued a bright and entertaining daily paper, appropriately denominated *Among the Clouds*; railway buildings, stables, stage office, etc. The mountain top will be reached about sunset, and the night will be passed at the Summit House, another of Messrs. Barron & Merrill's hotels.

Descending from the mountain Thursday morning, the party will retrace its way to Fabyan's, and from thence continue over the Concord & Montreal Railroad to Bethlehem Junction. At this point there will be a change to the cars of the Profile & Franconia Notch (narrow gauge) for the farther ride of nine miles to the Profile House, which will be reached at 10.30 A. M.

At this famous resort the visitors will remain until Friday, or, if preferred, persons may go on to the Flume House, five miles beyond, and pass the night there. The Profile House, which has long been under the management of Taft & Greenleaf (with Colonel C. H. Greenleaf, also of The Vendome, Boston, in active control), is one of the best known hotels in America. Although surrounded by high mountains, it stands 1,974 feet above the sea. The neighboring Eagle Cliff, a spur of Mount Lafayette, is 1,472 feet higher, or 3,446 feet high, and Mount Cannon, or Profile Mountain, on the opposite side of the glen, has an elevation of 3,850 feet. On the south face of the latter, lifted 1,200 feet above Profile Lake, is the celebrated Profile, or Great Stone Face. It is visible only from certain view-points, being formed by three distinct and disconnected ledges of granite, their aggregate height being from thirty-six to forty feet. One rock forms the forehead, another the nose and upper lip, and the third the massive chin. The face looks toward the southeast, and the best time to view it is in the late afternoon. It was discovered in 1805 by two workmen on the Notch road. Among the other objects of interest in the vicinity are Echo Lake, Bald Mountain (just north of Echo Lake), the Basin, Flume, and Pool. There will be a carriage ride Thursday afternoon to these points.

Friday morning the passengers will leave the Profile and Flume Houses by stage, and enjoy the charming ride down through the Notch and the Pemigewasset Valley to North Woodstock, there connecting with the Pemigewasset Valley Railroad (a

branch of the Concord & Montreal line) for the farther journey. The train will reach Plymouth, N. H., shortly after twelve o'clock, and there will be time for dinner at the popular Pemigewasset House, previous to the departure of the train on the main line of the road. The railway route continues through the Pemigewasset Valley, later along the shores of Lake Winnepesaukee, and on through the valley of the Merrimac through Concord, Manchester, Nashua, and Lowell. Boston will be reached at 4.55 P. M.

### ITINERARY.

FRIDAY, September 4.—Leave Boston from the Boston & Maine Railroad station (Western Division, Haymarket square) at 8.30 A. M. On arrival at the station members of the party should check their baggage to the Glen House *via* Gorham. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel at the Isles of Shoals. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Old Orchard Beach 11.51 A. M.; to the Hotel Fiske, Sea-shore House, or Old Orchard House.

SATURDAY, September 5.—Leave Old Orchard Beach, *via* Boston & Maine Railroad system, 7.32 A. M.; arrive in Portland 8.05 A. M.; leave Portland, *via* Grand Trunk Railway, 9.00 A. M.; arrive at Gorham, N. H., 12.10 P. M.; by stage from Gorham to the Glen House.

SUNDAY, September 6.—At the Glen House.

MONDAY, September 7.—At the Glen House. By stage to Glen station, and leave there, *via* Maine Central Railroad, 3.35 P. M.; arrive at Crawford House 4.40 P. M.

TUESDAY, September 8.—At the Crawford House. Carriage ride to the summit of Mount Willard.

WEDNESDAY, September 9.—At the Crawford House. Leave the Crawford House, *via* the Maine Central Railroad, 3.10 P. M., and proceed over said road to Fabyan's, and thence, over the Mount Washington Branch of the Concord & Montreal Railroad, to the Base station, arriving at 5.10 P. M.; thence over the Mount Washington Railway, arriving at the Mount Washington Summit House 6.30 P. M.

THURSDAY, September 10.—Leave the summit of Mount Washington, *via* Mount Washington Railway, at 7.00 A. M., and reach Base station at 8.20 A. M.; thence over Mount Washington Branch to Fabyan's, the Concord & Montreal Railroad to Bethlehem Junction, and the Profile & Franconia Notch Railroad to the Profile House, reaching the latter point at 10.30 A. M.; carriage ride in the afternoon, visiting the Flume, Pool, etc. Persons who desire to stop at the Flume House instead of at the Profile House can do so.

FRIDAY, September 11.—Leave the Profile House at 9.00 A. M. and the Flume House at 10.00 A. M., by stage, and proceed to North Woodstock; leave North Woodstock, *via* the Pemigewasset Valley Branch, at 11.20 A. M.; arrive in Plymouth 12.10 P. M.; dinner at the Pemigewasset House; leave Plymouth 12.50 P. M. *via* Concord & Montreal Railroad; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Southern Division, or Boston & Lowell station, Causeway street) 4.55 P. M.

The price of tickets for the round trip from Boston back to Boston will be FIFTY DOLLARS. This sum includes all transportation by railway and stage; hotel accommodations and incidental meals at Old Orchard Beach, the Glen House, Crawford House, Mt. Washington Summit House, Profile House, Flume House, and Pemigewasset House; carriage rides at the Crawford House and Profile House; all transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, THIRTY-EIGHT DOLLARS.


Return tickets are good from the Profile House for thirty days.

Tickets for the excursion must be taken on or before Tuesday, September 1.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.

# Autumn Excursion No. 7, 1891.

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Leaving Boston Monday, Sept. 7, and Returning Thursday, Sept. 17.

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**A Picturesque Tour of Eleven Days, via Long Island Sound to New York, up the Hudson River to Albany and**

## • SARATOGA, •

**Thence to Lake George, Lake Champlain, Ausable Chasm, and the White Mountains of New Hampshire, with Visits to the Profile House, Flume, Pool, Summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch.**

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**Price of Tickets (all Traveling Expenses Included), . . . \$65.00.**

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

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OUR seventh tour is a combination of routes, and comprises the essential features of some of our shorter excursions. The early part of the trip will take the traveler across Long Island Sound and up that picturesque water-way, the Hudson River. After a visit to Saratoga there will be farther steamboat journeys on Lakes George and Champlain, and a magnificent round through the most famous sections of the White Mountains. There will be expeditions to the summits of two of the mountain peaks—Washington and Willard—and sojourns at the chief places of resort.

The party will leave Boston by the favorite Fall River line Monday, September 7, proceeding first to Fall River by rail, and thence on one of the palatial steamers plying on this route. The morning approach to New York furnishes a most interesting view of the great city and its surroundings. Many miles of the city's water front and the broad expanse of the harbor and bay are brought into view. The journey up the Hudson River discloses still grander scenery. This latter trip is performed upon the magnificent steamer "New York," of the Hudson River Day line, one of the finest passenger boats ever built. There are a succession of grand scenic features during the voyage, and on every hand are points of historic interest. The Palisades, the Highlands, and the Catskills afford a series of matchless views. The entire chain of the Catskill Mountains is seen from the Overlook to Windham High Peak. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party to Saratoga. Wednesday will be passed at that celebrated resort, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place. During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc.

Many points of interest, including some of the most celebrated springs, "The Pompeia," and Congress Park, are within easy walking distance of the hotel.

Thursday morning the party will take the cars of the Delaware & Hudson Canal Company's line, and proceed to Caldwell, there transferring to one of the Champlain Transportation Company's steamers for the trip over Lake George. This is a delightful voyage, the scenery being of the loveliest description. From the lower end of the lake there is a short railway transfer to the shores of Lake Champlain, from whence another steamer will convey the passengers northward. The scenery of this lake



differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side and the Adirondacks of New York on the other. The steamer will reach Burlington, Vt., soon after 5.00 o'clock, and at the Van Ness and American Houses the party will pass the night. The pretty Vermont city stands upon the sloping shores of the lake and commands many fine views of the water and the mountains beyond.

Leaving Burlington Friday morning, the party will cross the lake by steamer to Port Kent, and from thence be transferred by railway to the famous Ausable Chasm. This gorge has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation; and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Returning to Burlington in the afternoon, a second night will be passed there. Saturday forenoon the party will leave Burlington by the Central Vermont Railroad and proceed *via* Essex Junction to Montpelier, where connection is made with the Montpelier & Wells River Railroad. At Wells River we enter upon the Concord & Montreal Railroad, which leads into the White Mountain region. The Connecticut River is crossed between Wells River and Woodsville, and the traveler there passes from Vermont into New Hampshire. The road ascends the Ammonoosuc River to Bethlehem Junction, and our route there diverges over the Profile & Franconia Notch Railroad to the Profile House.

The celebrated Profile House is situated in the Franconia Notch, between Echo and Profile Lakes, the latter being directly below the Great Stone Face, or the Old Man of the Mountains, the most remarkable natural profile of the human features in the world. Sunday and a part of Monday will be passed in this delightful retreat, and Monday morning will be devoted to a ride down through the Notch and a visit to the Flume, the Pool, and the Basin, three other natural wonders.

Monday afternoon the party will leave the Profile House by rail, returning first to Bethlehem Junction, and then continuing up the Ammonoosuc Valley to Fabyan's and thence to Mount Washington, the ascent to the summit being made over the celebrated mountain railway, which reaches the topmost peak. The mountain-top commands a wide view, the beholder being enabled to look down upon all the other summits and into scores of ravines and valleys. The summit will be reached at 6.30 P. M., and the night will be passed there. <sup>5</sup>

Leaving the mountain at 7.00 A. M. Tuesday, the party will descend the mountain by the railway, proceeding to Fabyan's, and thence to the Crawford House, only four miles distant. Wednesday will be passed at this famous resort. It is one of the largest hotels in the mountain region, and it is delightfully situated upon a little plateau, at the head of the picturesque White Mountain Notch. In the course of the stay here there will be a carriage ride to the summit of Mount Willard. The view of the Notch from this elevation is very beautiful.

Thursday morning the party will take the cars for the homeward ride over the Maine Central and Boston & Maine route. The early part of the journey is through the wild and romantic Notch. From these mountain fastnesses the train glides across the beautiful North Conway meadows, from which the view backward of the Presidential range is superb. Farther south we pass through Rochester, Great Falls, Portsmouth,

Newburyport, Salem, and Lynn. The train will reach the station of the Boston & Maine Railroad, Eastern Division, Causeway street, at 3.30 P. M.

The excursion will be carried out in accordance with the following

### ITINERARY.

MONDAY, September 7.—Leave Boston 5.10 P. M. *via* the Fall River line, from the Old Colony Railroad station, Park square. On arrival at the station members of the party should check their baggage to Saratoga *via* Fall River line and Hudson River Day line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at steamboat wharf, Fall River, 6.38 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 8.—Arrive in New York (Pier 28, North River) 7.00 A. M.; breakfast on board Fall River steamer; transfer by annex steamer to Pier 39, North River, and leave New York at 8.40 A. M. on Hudson River Day line steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 9.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, September 10.—Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.20 A. M. *via* said line; arrive at Caldwell 9.35 A. M.; leave Caldwell at 9.40 A. M., on one of the Champlain Transportation Company's steamers, for trip on Lake George; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont," Captain George Rushlow, for trip on Lake Champlain, at 1.25 P. M.; dinner on board the steamer; arrive at Burlington, Vt., 5.10 P. M.; omnibus transfer to the Van Ness and American Houses.

FRIDAY, September 11.—Omnibus transfer from the hotels to the steamboat wharf, and leave Burlington on the steamer "Chateaugay," Captain Baldwin, at 9.00 A. M.; arrive at Port Kent, N. Y., 9.40 A. M.;

leave Port Kent *via* Keeseville, Ausable Chasm & Lake Champlain Railroad 9.50 A. M.; arrive at Ausable Chasm 10.05 A. M.; visit the Chasm, taking boats through the Chasm and carriages back; after lunch, carriage transfer to the Ausable Chasm station and leave by railway at 3.10 P. M.; take steamer at Port Kent at 3.45 P. M., and proceed across the lake to Burlington, Vt., arriving there at 4.30 P. M.; omnibus transfer to the Van Ness and American Houses.

SATURDAY, September 12. — At Burlington, Vt. Omnibus transfer to the station, and leave Burlington at 11.00 A. M. by Central Vermont Railroad; lunch at Essex Junction; arrive at Montpelier at 1.00 P. M., and leave there, *via* Montpelier & Wells River Railroad, at 1.10 P. M.; arrive at Wells River, Vt., at 2.18 and Woodsville, N. H., 2.22 P. M.; leave, *via* Concord & Montreal Railroad, 2.35 P. M.; arrive at Bethlehem Junction 3.30 P. M.; leave, *via* Profile & Franconia Notch Railroad, 4.08 P. M.; arrive at Profile House 4.40 P. M.

SUNDAY, September 13. — At Profile House.

MONDAY, September 14. — At Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, at 3.25 P. M.; leave Bethlehem Junction, *via* Concord & Montreal Railroad, 4.08 P. M.; arrive at Fabyan's 4.30 P. M.; leave Fabyan's at 4.35 P. M., *via* Mount Washington Branch, and Base station, *via* Mount Washington Railway, at 5.10 P. M.; arrive at summit of Mount Washington 6.30 P. M.; remain over night at Mount Washington Summit House.

TUESDAY, September 15. — Leave summit of Mount Washington by railway 7.00 A. M.; arrive at Fabyan's 8.50 A. M., and at Crawford House 9.02 A. M. Carriage ride to summit of Mount Willard.

WEDNESDAY, September 16. — At Crawford House.

THURSDAY, September 17. — Leave Crawford House 9.27 A. M., by Boston & Maine express, in drawing-room cars, and proceed southward through the Notch; arrive at Wolfeboro Junction 11.55 A. M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division station, Causeway street) 3.30 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum includes all transportation by rail, steamers, and stage; board

and incidental meals at Saratoga, Ausable Chasm, Burlington, Essex Junction, the Profile House, Mount Washington Summit House, Crawford House, Wolfeboro Junction, and on the steamers of the Fall River line, Hudson River Day line, and the Champlain Transportation Company; stateroom berths on the Fall River line steamer; seats in drawing-room cars from the Crawford House to Boston; carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.


Return railway tickets are good from the Crawford House for thirty days.

Tickets for this excursion must be taken on or before Friday, September 4, three days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 8, 1891.

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Leaving Boston Monday, September 7, and Returning Friday, September 18.

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The Hudson River, Saratoga, Lake George, Lake Champlain,  
**THE ADIRONDACK MOUNTAINS,**

Elizabethtown, Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm,  
and a Return via Burlington, Vt. A Grand River, Lake, and Mountain  
Trip of Twelve Days.

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Price of Tickets (all Traveling Expenses Included), . . \$65.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

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WITHIN a day's ride of the great cities of New York, Boston, and Philadelphia is a vast region where nature reigns supreme. High mountains, romantic lakes, and great stretches of untouched forests teeming with noble game are features of this great northern wilderness. One need not go abroad to see nature in its highest types of grandeur, for here are countless scenes of superlative beauty. Year by year the Adirondack region has attracted greater numbers of health and pleasure seekers, sportsmen, and adventurous climbers; but yet the settlements are few, and the lover of nature seems to have reached her inner temples. Centering in the western part of Essex county, the Adirondack region may be said to extend over this and ten other counties wholly or in part. The eastern half of this great section is very mountainous. From the south and east, Lakes George and Champlain, with the railway system of

the Delaware & Hudson Canal Company, afford easy means of approach. The main northern railway line of this company runs along the west shore of Lake Champlain; and stage roads, which plunge at once into the mountain region, extend from the lake shore westward.

Our eighth summer tour will be devoted to the picturesque Adirondack Mountains, a week being passed within that lovely region, and the approach thereto being over those beautiful water-ways — Long Island Sound, the Hudson River, and Lakes George and Champlain. Incidentally there will be a visit to America's most famous spa, Saratoga Springs.

The party will leave Boston by the Fall River line Monday, September 7, taking the cars at the Old Colony Railroad station, Park square, at 5.10 P. M. The railway ride extends to Fall River, where one of the fine steamers of this line will be in waiting. The passage of Long Island Sound will be made at night, and in the morning the steamer reaches New York. Proceeding to Pier No. 39, North River, from Pier No. 28, by annex steamer, the passengers will there go on board the magnificent steamer "New York" for a daylight journey up the noble Hudson, a trip that is unsurpassed in picturesque interest. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party to Saratoga. Wednesday will be passed at that celebrated resort, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place. During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc. Among the present attractions of Saratoga is the unique exhibition known as "The Pompeia."

Thursday morning the party will take the cars of the Delaware & Hudson Canal Company's line and proceed to Caldwell, there transferring to one of the Champlain



Transportation Company's steamers for the trip over Lake George. From the lower end of the lake there is a short railway transfer to the shores of Lake Champlain, where another steamer will convey the passengers northward. Westport, upon the west or New York side of the lake, will be reached at 3.30 P. M., and there will be a stage ride from the landing to Elizabethtown, eight miles distant. The road is excellent, and this and the subsequent stage journeys through the Adirondack country are sure to be very enjoyable. The road penetrates the mountain region soon after leaving Westport, and ascends to Raven Pass, which is in the first of the five ranges, the third being the culminating ridge, with Mounts Marcy, Whiteface, and other high peaks as its chief pinnacles. Raven Peak is a high hill near the pass of the same name. Beyond, two of the grand mountains of the second range—Hurricane Peak (3,763 feet high) and the Giant (4,530 feet)—are seen. The former is a sharply defined peak, which stands out in bold and striking contrast to the surrounding hills, and the latter is a massive dome. Descending slightly from Raven Pass into the valley of the Bouquet River, Elizabethtown is reached. Although a county seat, this town has little of the noise and bustle of the outside world, and, but for the presence of several summer hotels, would have still less. During our stay in Elizabethtown we shall make our headquarters at the Windsor Hotel, of which Mr. Orlando Kellogg is the proprietor. Elizabethtown is most charmingly situated amid the hills, and from the neighboring eminences—notably from Wood Hill, which is easily climbed—magnificent views are obtained.

Leaving Elizabethtown by stage, there is a picturesque ride of twenty-four miles westward to Lake Placid. This journey brings the traveler into the very heart of the mountain and lake region. Following up the narrow valley of the Keene Branch, which flows into the Bouquet, the road crosses the divide under the brow of Mount

Hurricane, and then descends into the romantic Keene Valley, one of the loveliest regions in the whole Adirondack district. High mountains rise on every side, and in the south are seen the sharp, blue outlines of the Gothics. A single glimpse is had of the pyramid of Mount Marcy while descending the hill east of Keene. Nothing can be finer than the view southward up the east branch of the Ausable River. A broad, green valley, with a clear, meandering stream, is bordered by forest-clad hills, which farther back assume gigantic proportions; while in the distance are serrated ridges of blue mountains, forming a group of shapely peaks. Continuing beyond Keene, the road enters a dark and narrow pass under the steep cliffs of Pitch-Off Mountain. On the left are Edmunds' Ponds, two long, narrow, and very deep stretches of water; and the opposite wall, formed by Long Pond Mountain, is almost a sheer precipice for 1,000 feet or more. At one place a cascade shimmers in the sunlight high up on the tree-clad wall. The elevation of Pitch-Off Pass is 2,038 feet. Beyond this lies the little town of North Elba, made famous as the home and last resting-place of John Brown. It was here that the hero of Osawatomie and Harper's Ferry established a colored colony in the old slavery days. The grave of John Brown is upon the bluff west of the main road, and is reached through a by-way.

Lake Placid is a few miles from the town of North Elba. It is a lovely sheet of water, surrounded by high mountains or high banks. A little village of summer hotels has sprung up near its southern extremity; and at the Grand View or Mirror Lake Houses the party will make its headquarters. At the opposite end of Lake Placid, some five miles distant from the hotels, is Whiteface, one of the grandest of all the Adirondack Mountains, which is visible from base to summit. The lake has an elevation of 1,863 feet, and the mountain rises 3,008 feet higher. The lake is divided into two equal parts by Buck, Moose, and Hawk Islands. The view southward includes

Mount Marcy (5,344 feet), Mount McIntyre (5,112 feet), and other noble mountain forms, together with the bold and clear-cut outlines of Indian Pass. There is no more picturesque outlook in the whole region than that afforded by the eminences on the shores of Lake Placid. The beautiful lake and the distant fringe of blue mountains, with the nearer form of Whiteface, remind one of the romantic views across the Swiss lakes. Our stop at Lake Placid will extend through three full days, with a departure on the fourth day. This sojourn will give opportunities for boating on the lake and other recreations, and the return tickets from this point will be good for a much longer time, so that persons who desire to make a more prolonged visit, or who wish to penetrate farther into the lake region, can do so. On one of the days of the stay there will be a carriage ride to Adirondack Lodge, nine miles distant. This is a beautiful retreat on the shores of Clear Lake, in the heart of the wilderness. The proprietor, Mr. Henry van Hoevenbergh, owns 640 acres, and carefully preserves the grand old forests in all their native beauty. The Lodge is a large and handsome log structure, tastefully built and elegantly furnished. Mount Jo, or "The Bear," is a neighboring mountain which is easily climbed. From the summit splendid views are had of Mounts McIntyre, Marcy, Colden, Wallface, Whiteface, etc. Either going or returning, a visit will be paid to John Brown's grave.

Leaving Lake Placid by stage after dinner on Wednesday, the party will journey to Saranac Lake station, about twelve miles distant, where we take the cars of the Chateaugay Railroad, for the farther journey to Plattsburgh. The Chateaugay road is seventy-three miles in length, and provides a new and very desirable route to the very heart of the Adirondack region. Bloomingdale, Round Pond, Loon Lake, Lyon Mountain, Chazy Lake, and Dannemora are among the points on this line, and there are stage and boat connections with several celebrated resorts. On reaching Platts-

burgh we shall go on board the capacious steamer "Vermont," on which we are to make a short voyage southward in the morning. Supper, stateroom berths, and breakfast will be furnished on board the vessel, which will remain at Plattsburgh over night. Leaving Plattsburgh Thursday morning at 7.00 o'clock, the steamer will reach Port Kent, from whence there will be a short railway ride to Ausable Chasm. The forenoon will be passed in an inspection of this wonderful freak of nature. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

After lunch the party will proceed by railway to Port Kent, three miles distant, and thence by steamer across Lake Champlain to Burlington, Vt., where the night will be passed at the Van Ness and American Houses. Leaving Burlington, *via* the Central Vermont Railroad, at 8.15 A. M. Friday, there will be a pleasant journey through to Boston, which will be reached at 5.42 P. M. Dinner will be provided at Bellows Falls, Vt.

The excursion will be carried out in accordance with the following

### ITINERARY.

MONDAY, September 7.—Leave Boston 5.10 P. M. by the Fall River line, from the Old Colony Railroad station, Park square. On arrival at the station members of the party should check their baggage to Saratoga *via* Fall River line and Hudson River Day line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, and other piece of baggage, to serve as a ready means of identification. Arrive at steamboat wharf, Fall River, 6.38 P. M., and go on board one of the fine steamers belonging to this line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 8.—Arrive in New York 7.00 A. M.; breakfast on Fall River line steamer; by annex steamer to Pier 39, North River (Hudson River Day line), and leave New York at 8.40 A. M. on steamer "New York;" dinner on board the boat; arrive at Albany 6.10 P. M., connecting with a train

from the steamboat wharf *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M. ; omnibus transfer to Congress Hall.

WEDNESDAY, September 9.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and some of the principal springs.

THURSDAY, September 10.— Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.20 A. M. *via* said line ; arrive at Caldwell 9.35 A. M. ; leave Caldwell 9.40 A. M. on one of the Champlain Transportation Company's steamers for trip on Lake George ; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M. ; leave Fort Ticonderoga at 1.25 P. M. on steamer "Vermont," Captain George Rushlow, for trip on Lake Champlain ; dinner on board the steamer ; arrive at Westport, N. Y., 3.30 P. M. ; thence by stage to Elizabethtown, arriving about 5.30 P. M. ; stop at the Windsor.

FRIDAY, September 11.— At Elizabethtown.

SATURDAY, September 12.— Leave Elizabethtown by stage at 7.00 A. M. ; dinner at the Cascade House, Cascadeville ; arrive at Lake Placid in the afternoon ; stop at the Grand View House or the Mirror Lake Hotel.

SUNDAY, September 13.— At Lake Placid.

MONDAY, September 14.— At Lake Placid. Carriage ride to Adirondack Lodge, visiting John Brown's grave on the way ; lunch at Adirondack Lodge.

TUESDAY, September 15.— At Lake Placid.

WEDNESDAY, September 16.— Leave Lake Placid by stage at 1.00 P. M. ; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M. ; arrive at Plattsburgh 6.55 P. M. ; go on board steamer "Vermont," which will remain at Plattsburgh over night ; supper and state-room berths furnished.

THURSDAY, September 17.— Leave Plattsburgh by steamer 7.00 A. M. ; breakfast on board ; arrive at Port Kent 7.35 A. M. ; leave Port Kent, *via* Keeseville, Ausable Chasm & Lake Champlain Railroad, 7.45 A. M. ; arrive at Ausable Chasm 8.00 A. M. ; visit the Chasm, taking boats a portion of the way through and carriages back ; after lunch, carriage transfer to the station, and leave Ausable by railway at

3.10 P. M.; connect with steamer at Port Kent, and leave there at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; to the Van Ness and American Houses.

FRIDAY, September 18.—Leave Burlington 8.15 A. M. *via* Central Vermont Railroad in drawing-room cars; dinner at station dining-room, Bellows Falls, Vt.; arrive in Boston (Fitchburg Railroad station, Causeway street) 5.42 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Elizabethtown, Lake Placid, and Burlington, Vt.; seats in drawing-room cars from Burlington to Boston; incidental meals on steamer of the Fall River line, steamers "New York" and "Vermont," at Adirondack Lodge, and Bellows Falls; stateroom berths on steamers of the Fall River line and the Champlain Transportation Company; carriage rides at Saratoga and Lake Placid; excursion by boat through Ausable Chasm; transfers at Saratoga, Ausable Chasm and Burlington; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.


The tickets returning from Lake Placid will be good for thirty days.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Tickets for the excursion must be taken on or before Friday, September 4, three days previous to the date of departure.

W. RAYMOND,  
I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 9, 1891.

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Leaving Boston Monday, Sept. 7, and Returning Friday, Sept. 18.

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NEW YORK, HUDSON RIVER, ALBANY,

## TRENTON FALLS,

The Thousand Islands, St. Lawrence River<sup>s</sup> and Rapids, Montreal, Quebec, the Falls of Montmorenci, Lake Memphremagog, etc. A Twelve Days' Trip over the most Romantic Routes of Travel and to some of the most Attractive Points of Interest in New York, Canada, and New England.

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Price of Tickets (all Traveling Expenses Included), . . . \$75.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

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THE ninth of our summer excursions comprises a tour through a large portion of New York, Canada, and New England, with halts at numerous points of picturesque interest and at places of historic importance. It is a delightful combination of routes, and one that is sure to commend itself to the traveler who seeks summer recreation. A large part of the journey will be by water.

The party will leave Boston by the Fall River route from the Park square station at 5.10 P. M. Monday, September 7, going by rail to Fall River, and thence across the waters of Mount Hope Bay, Narraganset Bay, and Long Island Sound, on one of the palatial steamers of this popular line; and the approach to New York through East



River, which affords such a magnificent panorama of the metropolis and its neighbors, will occupy the morning hours. After breakfast on the steamer there will be a transfer by annex boat to the Hudson River Day line boat, for the farther trip up the noble "American Rhine." This delightful journey takes the entire day, and dinner will be furnished on the steamer. The boat will reach Albany, the handsome capital of the Empire State, soon after six o'clock, and the parties will proceed to the Kenmore, where they will remain until Wednesday morning, when they will take a train of drawing-room cars on the New York Central & Hudson River Railroad for Utica and Trenton Falls. From Utica to Trenton Falls our route lies over the Utica line of the Rome, Watertown & Ogdensburg Railroad. The train will be due at Trenton Falls shortly before one o'clock, and there will be a stage transfer from the station to Moore's Hotel, where the parties will remain until Thursday afternoon.

The falls are five in number, and are situated upon West Canada Creek, an affluent of the Mohawk. They are not grand in the same sense that the gigantic cataract of Niagara is grand, but in picturesqueness and romantic beauty America has nothing finer. Their peculiar charms have inspired many eminent writers. A delightful path through an old forest leads from the hotel to the stream and along its brink to the several vantage points. The walls are in places perpendicular, and from 70 to 200 feet high, the stream having carved its way through the Trenton limestone. The chief falls are Sherman Fall, High Falls, Mill Dam Fall, and the Cascade of the Alhambra, and just above the latter is the worn mass known as Rocky Heart. Prospect Falls, the fifth and least interesting of the series, are three miles from the hotel.

After dinner Thursday there will be a transfer to the station, and the party will resume its journey northward over the Utica and Clayton lines of the Rome, Watertown & Ogdensburg Railroad. The road leads along the western verge of the Adiron-

dack region, and through a picturesque section of New York. Not far from Boonville, which is seventeen miles north of Trenton Falls, is situated the famous "John Brown Tract," purchased in 1792 by John Brown, a wealthy gentleman of Providence, R. I., for the purpose of founding colonies. The tract, embracing 210,000 acres, was divided into eight townships, denominated Industry, Enterprise, Perseverance, Unanimity, Frugality, Sobriety, Economy, and Regularity; but the colonization scheme failed in spite of its commendable nomenclature. The John Brown here alluded to should not be confounded with the hero of Osawatomie and Harper's Ferry, who had his home in another part of the Adirondack region (at North Elba), and who is buried there.

At Clayton the passengers will transfer to the steamer lying at the dock adjoining, and there will be a short sail through a part of the Thousand Islands district to Alexandria Bay. Here, at the Thousand Islands House, which is charmingly situated near the shore and with a fine outlook upon the numerous islands, the party will remain through the ensuing day. There will thus be an opportunity to enjoy the pastimes of this famous resort — fishing, boating, etc.

Saturday morning the party will leave Alexandria Bay for the famous trip by steamer down the St. Lawrence River. This journey takes the passengers through the remaining part of the Thousand Islands region, and over all the rapids of the great river of the North. Dinner will be served on the boat; and Montreal, which is situated just below the Lachine Rapids, the last and most exciting of the series, will be reached at 6.30 P. M. Sunday and Monday will be passed in the attractive Canadian metropolis, the visitors making their headquarters at the magnificent Windsor Hotel. There will be a carriage ride Monday morning, with visits to the most interesting parts of the city, the principal churches and public buildings, the elevated park on Mount Royal, and the Grey Nunnery.

Leaving the Windsor Hotel in time to take the Quebec steamer at 7.00 P. M., the party will proceed down the St. Lawrence River to Quebec, 180 miles distant. Arriving at Quebec about seven o'clock Tuesday morning, the passengers will be transferred to the St. Louis Hotel and Russell House, which will be made the abiding-places of the visitors until the succeeding afternoon. In the course of a carriage ride which will occupy half a day, the most interesting parts of Quebec and its handsome suburbs will be visited. The carriage excursion will include a trip to the Falls of Montmorenci, as well as visits to the Citadel, the Plains of Abraham, etc.

After dinner Wednesday there will be an omnibus transfer from the hotels to the Quebec Central ferry, and a train will be taken on the Point Levis side of the St. Lawrence for Newport, Vt., *via* Sherbrooke. Supper will be provided at Sherbrooke. The Quebec Central Railway extends to that point, and the farther journey will be over the Northern Division of the Boston & Maine system. Newport will be reached at 10.00 P. M.

Thursday will be spent at Newport, which is delightfully situated on the shores of the beautiful Lake Memphremagog. In the afternoon there will be a steamer excursion on the lake, the boat going over the most picturesque parts of this lovely sheet of water. The bold, rock-bound shores and numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forest, and the distant blue peaks, serve to heighten the charms of this delightful lake. The boat will return to Newport in the early evening. During the sojourn at Newport the parties will make their headquarters at the well-known Memphremagog House.

Friday morning the party will leave Newport by rail and proceed to Boston *via* Wells River, Plymouth, Concord, Manchester, Nashua, and Lowell. This route takes the traveler through a beautiful section of Vermont and New Hampshire, through the

western range of the White Hills, along the romantic shores of Lake Winnepesaukee, and down through the valley of the Merrimac. The train will reach Boston (Boston & Lowell or Southern Division station of the Boston & Maine system) at 4.55 P. M. Friday, September 18.

### ITINERARY.

MONDAY, September 7. — Leave Boston by the Fall River line (station of the Old Colony Railroad, Park square) at 5.10 P. M. On arrival at the station members of the party should check their baggage to Albany *via* Fall River and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the steamboat wharf, Fall River, 6.38 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 8. — Arrive in New York 7.00 A. M.; breakfast on board the steamer; transfer by annex steamer from Pier 28 (Fall River line) to Pier 39 (Hudson River Day line), and leave by steamer at 8.40 A. M.; dinner on the boat; arrive at Albany 6.10 P. M.; omnibus transfer to The Kenmore.

WEDNESDAY, September 9. — Leave Albany, *via* New York Central & Hudson River Railroad, at 8.25 A. M., in drawing-room cars; arrive at Utica 11.40 A. M.; leave Utica, *via* Utica line of Rome, Watertown & Ogdensburg Railroad, at 12.15 P. M.; arrive at Trenton Falls 12.59 P. M.; stage transfer from the station to Moore's Hotel.

THURSDAY, September 10. — Stage transfer from Moore's Hotel to the station, and leave Trenton Falls at 12.59 *via* Rome, Watertown & Ogdensburg Railroad, in drawing-room cars; arrive at Clayton 4.55 P. M., and there connect with steamer for Alexandria Bay, arriving at the latter place at 6.30 P. M.; stay at the Thousand Islands House.

FRIDAY, September 11. — At Alexandria Bay.

SATURDAY, September 12.—Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, September 13.—In Montreal.

MONDAY, September 14.—In Montreal. Carriage ride in the forenoon, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by the Richelieu & Ontario Company's steamer for Quebec; stateroom berths furnished.

TUESDAY, September 15.—Arrive in Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, September 16.—In Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over the Boston & Maine system to Newport, Vt., arriving at 10.00 P. M.; stay at the Memphremagog House.

THURSDAY, September 17.—At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, September 18.—Leave Newport at 8.30 A. M. *via* Boston & Maine system; from Wells River, Vt., to Nashua, N. H., *via* Concord & Montreal Railroad; dinner at the Pemigewasset House, Plymouth, N. H.; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Southern Division, or Boston & Lowell station, Causeway street) at 4.55 P. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer, in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; drawing-room car seats from Albany to Clayton and from Newport, Vt., to Boston; stateroom berths on the Fall River line, and between Montreal and Quebec; omnibus and carriage transfers at Albany, Trenton Falls, Montreal, and Quebec; carriage rides at Montreal and Quebec; all

transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.


The return tickets from Newport will be good for thirty days.

Persons desirous of joining the excursion party should register and procure their tickets on or before Friday, September 4.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 10, 1891.

Leaving Boston Monday, Sept. 7, and Returning Friday, Sept. 18.

A Tour of Twelve Days via Long Island Sound to New York, up the Hudson River to Albany and

## — S A R A T O G A, —

Thence to Lake George, Lake Champlain, Burlington, Vt., Ausable Chasm,  
MONTREAL, QUEBEC,

The Falls of Montmorenci, Lake Memphremagog, etc.

Price of Tickets (all Traveling Expenses Included), . . . \$75.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

TOUR No. 10 is made up of a delightful combination of routes and resorts, which are indicated in the above heading. The party will leave Boston from the Park square station of the Old Colony Railroad, Monday, September 7, at 5.10 P. M. At Fall River the passengers will go on board one of the magnificent floating palaces belonging to the famous Fall River line for the farther journey to New York.

New York will be reached Tuesday morning, and there will be a transfer by annex boat from Pier 28, North River, to Pier 39, from whence the splendid Hudson River Day line steamer "New York" takes its departure. The day will be occupied in the matchless voyage up the Hudson, which is bordered by some of the grandest natural scenery on the continent. The parties will reach Albany shortly after six o'clock P. M., and a transfer from Albany to Saratoga by railway will follow.



The visit to Saratoga will extend from Tuesday evening until Thursday morning, and Congress Hall will be made the sojourning-place of the visitors. A carriage ride Thursday morning will enable the party to see the attractions of America's greatest summer resort, and the remainder of the time can be profitably and pleasantly employed as individual tastes may dictate. In this connection every one should be urged to pay a visit to "The Pompeia," a reproduction of the House of Pansa, at Pompeii.

The party will leave Saratoga Thursday morning by the Delaware & Hudson Canal Company's Railway line, and proceed first to Caldwell, where they will find a steamer in waiting for the trip across beautiful Lake George. This voyage will occupy several hours, and after a short railway transfer from Baldwin to Ticonderoga there will be a second water trip, this time upon Lake Champlain.

The steamer will reach the handsome city of Burlington, Vt., at 5.10 P. M., and there will be a transfer to the Van Ness and American Houses, where the night will be passed. Friday morning the party will cross the lake, from Burlington to Port Kent, and take cars from the latter point to Ausable Chasm. There will be ample time for a full and leisurely inspection of the wonderful rift through which the Ausable River has found an outlet from the Adirondacks to Lake Champlain. Boats will be taken for a portion of the distance down through the gorge, and carriages for the return.

After lunch the party will return to Port Kent by rail, and recross the lake by steamer to Burlington, from which point there will be a railway ride over the Central Vermont line to Montreal. On arrival in Montreal there will be an omnibus transfer to the popular Windsor Hotel.

Three days — Saturday, Sunday, and Monday — will be passed in the Canadian

metropolis. Montreal is emphatically a "City of Churches," and many of the sacred edifices, Protestant as well as Catholic, are very spacious and handsome. A carriage ride Monday morning will enable the travelers to form a comprehensive idea of the many charms of the city and its surroundings. In the course of the ride many points of interest, including the Grey Nunnery and the slightly Mount Royal Park, will be visited.

Going on board the Quebec steamer Monday evening, the party will make a night voyage to the ancient French capital of Canada, Quebec. There will be an omnibus transfer from the steamer landing to the St. Louis Hotel and the Russell House, the two leading hostelries of the city, which are under the same management. Tuesday and a part of Wednesday will be devoted to this interesting old city. There will be a carriage ride, in the course of which the Citadel, the Plains of Abraham, and many other historic sights will be visited. The excursion will be extended into the suburbs as far as the Falls of Montmorenci.

The party will leave Quebec by the Quebec Central Railway Wednesday afternoon, and proceed *via* Sherbrooke to Newport, Vt., where the Memphremagog House will be their headquarters from Wednesday evening until Friday morning. An excursion by steamer on beautiful Lake Memphremagog will be a feature of the stay.

Leaving Newport Friday morning, the party will journey southward *via* St. Johnsbury, Wells River, Plymouth, N. H., the Weirs, Lake Village, Laconia, Concord, Manchester, Nashua, and Lowell, to Boston. Dinner will be provided at the Pemi-gewasset House, Plymouth, and Boston will be reached at 4.55 P. M.

The following is the

### ITINERARY.

MONDAY, September 7.—Leave Boston by the Fall River line (station of the Old Colony Railroad, Providence Division, Park square) at 5.10 P. M. On arrival at the station members of the party should

check their baggage to Saratoga *via* Fall River line and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at steamboat wharf, Fall River, 6.38 P. M.; go on board one of the magnificent steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 8.—Arrive at Pier 28, North River, New York, 7.00 A. M.; breakfast on board the Fall River line boat; transfer by annex steamer to Pier 39, North River, and leave from there on Hudson River Day line steamer "New York," at 8.40 A. M.; dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 9.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and some of the principal springs.

THURSDAY, September 10.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; go on board steamer "Vermont," Captain George Rushlow; dinner on board steamer "Vermont;" arrive at Burlington, Vt., 5.10 P. M.; omnibus transfer to the Van Ness and American Houses.

FRIDAY, September 11.—Omnibus transfer from the hotels to the steamboat wharf, and leave Burlington on steamer "Chateaugay," Captain Baldwin, 9.00 A. M.; arrive at Port Kent 9.40 A. M.; leave Port Kent, *via* Keeseville, Ausable Chasm & Lake Champlain Railroad, 9.50 A. M.; arrive at Ausable Chasm 10.05; visit the Chasm, taking boats through a part of the gorge and carriages back; after lunch, transfer to the railway station, and leave Ausable Chasm at 3.10 P. M.; arrive at Port Kent 3.25 P. M.; leave Port Kent by steamer "Chateaugay" 3.45 P. M.; arrive at Burlington 4.30 P. M.; leave Burlington 5.30 P. M., *via* Central Vermont Railroad, in drawing-room cars; arrive in Montreal 9.30 P. M.; transfer by Morey's omnibuses to the Windsor Hotel.

SATURDAY, September 12.—In Montreal. Carriage ride, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.

SUNDAY, September 13. — In Montreal.

MONDAY, September 14. — In Montreal. Omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by the Richelieu & Ontario Company's steamer for Quebec; stateroom berths furnished.

TUESDAY, September 15. — Arrive at Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, September 16. — At Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over Northern Division of the Boston & Maine system to Newport, Vt., arriving at 10.00 P. M.; stay at the Memphremagog House.

THURSDAY, September 17. — At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, September 18. — Leave Newport at 8.30 A. M., *via* Boston & Maine system, in drawing-room cars; from Wells River to Nashua, N. H., *via* Concord & Montreal Railroad; dinner at the Pemigewasset House, Plymouth, N. H.; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Southern Division, or Boston & Lowell station, Causeway street) at 4.55 P. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer, in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; drawing-room car seats from Burlington to Montreal, and from Newport, Vt., to Boston; stateroom berths on the Fall River line, and between Montreal and Quebec; the steamboat excursion on Lake Memphremagog; the boat ride at Ausable Chasm; omnibus and carriage transfers at Saratoga, Burlington, Ausable Chasm, Montreal, and Quebec; carriage rides at Saratoga, Ausable Chasm, Montreal, and Quebec; all transportation and transfer of checked

baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.


The return tickets from Newport will be good thirty days.

The tickets must be taken on or before Friday, September 4.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 11, 1891.

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Leaving Boston Tuesday, Sept. 8, and Returning Thursday, Sept. 17.

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A Ten Days' Tour via the Hoosac Tunnel Route to Saratoga, thence to Lake George, Lake Champlain, Ausable Chasm, and the

## WHITE MOUNTAINS,

With Visits to the Profile House, the Flume, Pool, Summit of Mount Washington, Crawford House, Summit of Mount Willard, White Mountain Notch, etc.

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Price of Tickets (all Traveling Expenses Included), . . . \$60.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

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THE eleventh tour in our midsummer series is very similar to No. 7, except that the party will leave Boston Tuesday morning, September 8, and proceed to Saratoga by rail. The route is over the favorite Hoosac Tunnel line, which takes the traveler through a delightful part of Northwestern Massachusetts, a little corner of Vermont, and a small section of the Empire State, before the famous watering-place is reached. On the way the train passes up the beautiful Deerfield Valley, and from thence to the Hoosac Valley, through the famed Hoosac Tunnel. This gigantic work is the greatest of its kind in America, the tunnel being four and three-quarters miles in extent. The party will reach Saratoga at a seasonable afternoon hour, and make its headquarters at Congress Hall.

Wednesday will be passed at Saratoga, and a carriage ride will aid the visitors in inspecting the springs and other places of interest in and about the great watering-place. Some of the leading springs are within easy walking distance of the hotel, as are also Congress Park and "The Pompeia." Thursday morning the party will leave Saratoga, first proceeding to Caldwell *via* the Delaware & Hudson Canal Company's Railway, and from that point by steamer across Lake George, one of the most picturesque bodies of water in America. A short railway transfer takes us from the shores of Lake George to those of Lake Champlain, where the steamer "Vermont" is in waiting to carry us northward over the fair expanse of the larger body of water. Our steamboat journey ends at Burlington, Vt., and an omnibus transfer will take the travelers to the Van Ness and American Houses, where the night will be passed. Friday morning the party will cross the lake to Port Kent, N. Y., and a short railway transfer from thence will bring us to the wonderful Ausable Chasm. Several hours will be devoted to this wonder, and the party will then return to Port Kent, and from thence to Burlington.

Leaving Burlington Saturday forenoon, the party will journey by rail across to the White Mountains *via* Essex Junction, Montpelier, Wells River, and Bethlehem Junction. The Profile House will be reached in the afternoon, and at this favorite mountain resort Sunday and a part of Monday will be passed. Monday morning will be devoted to a visit to the famous Franconia Flume, Pool, and Basin.

Leaving the Profile House at a convenient afternoon hour, the party will proceed by railway to the summit of Mount Washington, where Monday night will be passed. The Crawford House will be the next place of sojourn. Leaving the summit of Mount Washington Tuesday morning, the party will descend the mountain by railway and proceed to that charming resort *via* Fabyan's. Tuesday and Wednesday will be passed



here, and in the course of the stay there will be a carriage ride to the summit of Mount Willard, which commands one of the finest views that is to be had in the whole mountain region.

Thursday morning the party will leave the Crawford House and proceed to Boston, following the picturesque route southward through the White Mountain Notch and down the valley of the Saco. Lunch will be provided at Wolfeboro Junction, and the train will reach Boston at 3.30 P. M.

## ITINERARY.

TUESDAY, September 8.—Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 8.30 A. M., in drawing-room cars. On arrival at the station members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams 1.00 P. M.; lunch at station dining-rooms; arrive at Saratoga 3.05 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, September 9.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Woodlawn, Saratoga Lake, the Champion and Geyser Springs, etc.

THURSDAY, September 10.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.25 P. M.; dinner on board the steamer; arrive at Burlington, Vt., 5.10 P. M.; omnibus transfer to the Van Ness and American Houses.

FRIDAY, September 11.—Omnibus transfer to the steamboat wharf, and leave Burlington on steamer "Chateaugay," Captain Baldwin, 9.00 A. M.; arrive at Port Kent 9.40 A. M.; leave Port Kent *via* Keeseville, Ausable Chasm & Lake Champlain Railroad 9.50 A. M.; arrive at Ausable Chasm 10.05 A. M.;

visit the Chasm, taking boats through a part of the Chasm and carriages back ; after lunch, transfer to the station, and leave the Chasm at 3.10 P. M., *via* the Keeseville, Ausable Chasm & Lake Champlain Railroad, and Port Kent by steamer at 3.45 P. M. ; arrive at Burlington, Vt., 4.30 P. M. ; to the Van Ness and American Houses.

**SATURDAY, September 12.**—Omnibus transfer to the station, and leave Burlington, *via* Central Vermont Railway, 11.00 A. M. ; lunch at Essex Junction ; arrive at Montpelier 1.00 P. M. ; leave Montpelier, *via* the Montpelier & Wells River Railroad, 1.10 P. M. ; arrive at Wells River, Vt., 2.18 P. M. and at Woodsville, N. H., 2.22 P. M. ; leave, *via* Concord & Montreal Railroad, 2.35 P. M. ; leave Bethlehem Junction, *via* Profile & Franconia Notch Railroad, 4.08 P. M. ; arrive at Profile House 4.40 P. M.

**SUNDAY, September 13.**—At the Profile House.

**MONDAY, September 14.**—At the Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc. ; leave Profile House, *via* Profile & Franconia Notch Railroad, 3.25 P. M. ; arrive at Bethlehem Junction 4.01 P. M. ; leave Bethlehem Junction, *via* Concord & Montreal Railroad, 4.08 P. M. ; arrive at Fabyan's 4.30 P. M. ; leave Fabyan's, *via* Mount Washington Branch, at 4.35 P. M. ; and Base station, *via* Mount Washington Railway, at 5.10 P. M. ; arrive at summit Mount Washington 6.30 P. M. ; remain over night at the Mount Washington Summit House.

**TUESDAY, September 15.**—Leave summit of Mount Washington by railway 7.00 A. M. ; arrive at Fabyan's at 8.50 A. M., and at the Crawford House 9.02 A. M. ; carriage ride to the summit of Mount Willard.

**WEDNESDAY, September 16.**—At the Crawford House.

**THURSDAY, September 17.**—Leave Crawford House at 9.27 A. M. (Boston & Maine Railroad express) ; arrive at Wolfeboro Junction 11.55 P. M. ; lunch at station dining-rooms ; arrive in Boston (Boston & Maine Railroad, Eastern Division station, Causeway street) 3.30 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY DOLLARS. This sum includes all transportation by rail, steamer, and stages ; board and incidental meals at Athol, Saratoga, Ausable Chasm, Burlington, Essex Junction,

Profile House, Mount Washington Summit House, Crawford House, Wolfeboro Junction, and on steamer "Vermont;" seats in drawing-room cars from Boston to Saratoga, and from the Crawford House to Boston; carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.


Return railway tickets are good from the Crawford House thirty days.

Tickets for this excursion must be taken on or before Friday, September 4, four days in advance of the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 12, 1891.

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Leaving Boston Tuesday, Sept. 8, and Returning Friday, Sept. 18.

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By the Hoosac Tunnel Line to Albany, and thence to

## TRENTON FALLS,

The Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Falls of Montmorenci, and Lake Memphremagog. An Eleven Days' Trip to some of the most Attractive Points of Interest in New York, Canada, and New England.

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Price of Tickets (all Traveling Expenses Included), . . \$70.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

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THE twelfth of our summer trips is similar to No. 9, except that the party leaves Boston Tuesday morning, September 8, in drawing-room cars, and proceeds to Albany by rail. The route is through a picturesque section of Western Massachusetts and the adjacent part of New York. The valleys of the Miller, the Deerfield, and the Hoosac, as well as the famous tunnel itself, are passed through. From Johnsonville the parties will go to Troy, and from thence through to Albany, six miles distant.

The night will be passed at the Kenmore, in Albany, and the party will leave that city in a train of drawing-room cars *via* the New York Central & Hudson River line. The route is by that line to Utica, and thence to Trenton Falls, over the Utica line of

the Rome, Watertown & Ogdensburg Railroad. Trenton Falls will be reached Wednesday noon. As Moore's Hotel is to be made a sojourning-place until Thursday noon, there will be ample time for an inspection of the falls and their picturesque surroundings. Leaving this region early Thursday afternoon by rail, we shall proceed to Clayton, and there connect with the steamer for Alexandria Bay. After a short but most delightful trip through the Lake of the Thousand Islands, as this section of the St. Lawrence River is called, the hotels at Alexandria Bay will be reached at 6.30 P. M. Friday will be passed at this delightful resort, with the Thousand Islands House as the place of sojourn.

Saturday will be devoted to the magnificent trip down the St. Lawrence River and through the Rapids to Montreal. This voyage occupies the entire day, and includes the passage of all the rapids, including the Long Sault, the Cedars, the Split Rock, and the Lachine.

Sunday and Monday will be passed in Montreal, with headquarters at the elegant Windsor Hotel. Monday morning there will be a carriage ride to the various points of interest in and near the city. This excursion will include visits to the summit of Mount Royal, and to the Grey Nunnery. Leaving Montreal Monday evening by steamer, the party will descend the noble St. Lawrence River 180 miles farther, to Quebec. The latter city will be reached Tuesday morning. Tuesday and a large part of Wednesday will be passed in the old French capital, which is a never-failing source of delight to the stranger, on account of its unique character and its many interesting historic associations. The visitors will make their headquarters at the St. Louis Hotel and the Russell House (both establishments are under the same management), and there will be a carriage ride to the Plains of Abraham, the Falls of Montmorenci, and the various places of interest in and about the city.

Leaving Quebec after dinner on Wednesday, the party will proceed over the Quebec Central Railway to Sherbrooke, and thence over the Boston & Maine system to Newport, Vt. The famous Memphremagog House will be a sojourning-place through Thursday, and a steamboat excursion on the beautiful lake will be made a feature of the stay.

Leaving Newport Friday morning, the party will journey southward through picturesque sections of Vermont and New Hampshire, reaching Boston at 4.55 the same afternoon.

The excursion will be carried out in accordance with the following

### ITINERARY.

TUESDAY, September 8. — Leave Boston from the Fitchburg Railroad station, Causeway street, in Wagner drawing-room cars at 8.30 A. M. On arrival at the station members of the party should check their baggage to Albany. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams 1.00 P. M.; lunch at station dining-rooms; arrive at Troy 2.35 P. M. and at Albany 3.25 P. M.; omnibus transfer from station to The Kenmore.

WEDNESDAY, September 9. — Leave Albany, *via* New York Central & Hudson River Railroad, at 8.25 A. M., in drawing-room cars; arrive at Utica 11.40 A. M.; leave Utica, *via* Utica line of Rome, Watertown & Ogdensburg Railroad, at 12.15 P. M.; arrive at Trenton Falls 12.59 P. M.; stage transfer from the station to Moore's Hotel.

THURSDAY, September 10. — Stage transfer from Moore's Hotel to the station, and leave Trenton Falls, *via* Rome, Watertown & Ogdensburg Railroad, at 12.59 P. M., in drawing-room cars; arrive at Clayton at 4.55 P. M., and there connect with steamer for Alexandria Bay, arriving at the latter place at 6.30 P. M.; stay at the Thousand Islands House.

FRIDAY, September 11. — At Alexandria Bay.

SATURDAY, September 12. — Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, September 13. — In Montreal.

MONDAY, September 14. — In Montreal. Carriage ride in the forenoon, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by boat for Quebec; stateroom berths furnished.

TUESDAY, September 15. — Arrive at Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, September 16. — At Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over the Northern division of the Boston & Maine system to Newport, Vt., arriving at 10.00 P. M.; stay at the Memphremagog House.

THURSDAY, September 17. — At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

FRIDAY, September 18. — Leave Newport at 8.30 A. M. *via* Boston & Maine system; from Wells River to Nashua, N. H., *via* Concord & Montreal Railroad; dinner at the Pemigewasset House, Plymouth, N. H.; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Southern Division station, Causeway street) 4.55 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; drawing-room car seats from Boston to Albany, from Albany to Clayton, and from Newport, Vt., to Boston. Stateroom berths between Montreal and Quebec; omnibus and carriage transfers at Albany, Trenton Falls, Montreal, and Quebec; carriage drives at Montreal and Quebec; all



transportation and transfer of checked baggage ; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.


The return tickets from Newport to Boston will be good for thirty days.

The tickets for the excursion must be taken on or before Friday, September 4.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 13, 1891.

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Leaving Boston Tuesday, Sept. 8, and Returning Friday, Sept. 18.

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An Eleven Days' Tour over the Hoosac Tunnel Route to

## SARATOGA,

And thence to Lake George, Lake Champlain, Burlington, Vt., Ausable Chasm,

MONTREAL, QUEBEC,

The Falls of Montmorenci, Lake Memphremagog, etc.

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Price of Tickets (all Traveling Expenses Included), . . \$70.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

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AUTUMN TOUR No. 13 is similar to No. 10, but has this difference: Tuesday, September 8, is the date of departure, and the route to Saratoga is over the Hoosac Tunnel, instead of *via* New York and the Hudson River, the trip being thus made a day shorter. The first day's railway ride is through a delightfully picturesque region of Western Massachusetts. Saratoga will be reached at an early afternoon hour, and the succeeding day will be passed at that famous resort, the parties making their headquarters at Congress Hall, one of the largest and most popular hotels of that city. The only programme feature at Saratoga will be a carriage ride Thursday morning, in the course of which the lake, Woodlawn, and some of the distant springs will be visited. "The Pompeia," Mr. Franklin W. Smith's beautiful reproduction of a

Roman house at Pompeii, is quite near the hotel, as are also Congress Park and many of the principal springs.

Leaving Saratoga Thursday morning, the party will go northward to Burlington, Vt., by way of the lakes. This is a most delightful trip, disclosing some of the most beautiful lake scenery in the country. A large part of Friday will be passed at Ausable Chasm, and there will be opportunity for a complete inspection of the marvelous gorge, which certainly deserves to be classed among the great natural wonders of America.

The northward journey will be resumed Friday afternoon, the party returning to Burlington and from thence proceeding to Montreal. Saturday, Sunday, and Monday will be devoted to that beautiful Canadian city, and a carriage ride Monday morning will serve to show the visitors its chief attractions. The elegant Windsor Hotel will be the sojourning-place of the parties.

A night voyage to Quebec on one of the large steamers belonging to the Richelieu & Ontario Navigation Company will follow, and a day and a half will be devoted to that ancient city. The St. Louis Hotel and the Russell House will be our headquarters during the stay. There will be a carriage ride to the Citadel, the Plains of Abraham, Montmorenci Falls, and other points of interest.

From Quebec our route turns southward *via* the Quebec Central Railway, and we recross the American border into Vermont above Newport. The well-known Memphremagog House, which is situated on the shores of Lake Memphremagog, will be made our next sojourning-place, and Thursday will be passed there and upon a steamboat excursion down the lake.

Friday will be devoted to the homeward journey from Newport, the route lying over the Boston & Maine system and the Concord & Montreal Railroad. Dinner will

be provided at the Pemigewasset House, Plymouth, and Boston will be reached at 4.55 P. M.

## ITINERARY.

TUESDAY, September 8.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 8.30 A. M., in Wagner drawing-room cars. On arrival at the station members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams 1.00 P. M.; lunch at station dining-rooms; arrive at Saratoga 3.05 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 9.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, September 10.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50, and thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.25 P. M.; dinner on board the steamer; arrive at Burlington, Vt., 5.10 P. M.; omnibus transfer to the Van Ness and American Houses.

FRIDAY, September 11.—Omnibus transfer from the hotels to the steamboat wharf, and leave Burlington on steamer "Chateaugay" at 9.00 A. M.; arrive at Port Kent 9.40 A. M.; leave Port Kent *via* Keeseville, Ausable Chasm & Lake Champlain Railroad at 9.50 A. M.; arrive at Ausable Chasm 10.05 A. M.; visit the Chasm, taking boats a part of the way and carriages back; after lunch, transfer to the railway station and leave at 3.10 P. M.; arrive at Port Kent 3.25 P. M.; leave Port Kent by steamer 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; leave Burlington *via* Central Vermont Railroad 5.30 P. M., in drawing-room cars; arrive in Montreal 9.30 P. M.; transfer by Morey's omnibuses to the Windsor Hotel.

SATURDAY, September 12.—In Montreal. Carriage ride, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.

SUNDAY, September 13.—In Montreal.

MONDAY, September 14.—In Montreal. Carriage ride in the forenoon, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by boat for Quebec; stateroom berths furnished.

TUESDAY, September 15.—Arrive at Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, September 16.—In Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over the Northern Division of the Boston & Maine system to Newport, Vt., arriving at 10.00 P. M.; stay at the Memphremagog House.

THURSDAY, September 17.—At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

FRIDAY, September 18.—Leave Newport at 8.30 A. M. *via* Boston & Maine system; from Wells River to Nashua, N. H., *via* Concord & Montreal Railroad; dinner at the Pemigewasset House, Plymouth, N. H.; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Southern Division, or Boston & Lowell station, Causeway street) at 4.55 P. M.

The price of tickets for the excursion is SEVENTY DOLLARS. This sum includes all transportation by rail and steamer, with drawing-room cars from Boston to Saratoga, from Burlington to Montreal, and from Newport, Vt., to Boston; stateroom berths on the steamer going from Montreal to Quebec; hotel accommodations at Saratoga, Burlington, Montreal, Quebec, and Newport, Vt.; incidental meals at North Adams, on the steamer "Vermont," at Ausable Chasm, Sherbrooke, and Plymouth, N. H.;

the steamer trip on Lake Memphremagog; the boat ride at Ausable Chasm; carriage rides at Saratoga, Ausable Chasm, Montreal, and Quebec; transfers at the four places named; admission fees at the chasm; all care and transportation of checked baggage; and services of conductors.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.


Return tickets Burlington to Boston will be good for thirty days.

Tickets for the excursion must be taken on or before Friday, September 4.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursions Nos. 14, 19, and 21, 1891.

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Leaving Boston Tuesdays, Sept. 8, 15, and 22, and Returning  
Saturdays, Sept. 12, 19, and 26.

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A Five Days' Tour through the

## WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest,  
with Visits to the Profile House, the Fabyan House, the Crawford House,  
North Conway, etc., a Night on the Summit of Mount Washington,  
a Trip through the White Mountain Notch, Carriage Ride up  
Mount Willard, a Visit to the Flume, Pool, etc.

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Price of Tickets (all Traveling Expenses Included), . . \$32.50.

Price of Tickets for Children between the ages of 5 and 12 years, \$20.00.

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THE beautiful White Hills of New Hampshire are exceedingly popular as a summer and autumn resort, and our tours through that romantic region have always been largely patronized. Several of our September trips will be devoted almost wholly to the White Mountains, three of the series coming under the head of "short tours," the grand round of the mountain hotels and chief points of interest being accomplished in five days. The extension of railways over routes that were formerly traversed by the slow stage coach has made even the remote mountain sections accessible, the time occupied in going from point to point being numbered by hours instead of days.



The dates of departure are Tuesdays, September 8, 15, and 22. The train will leave the Southern Division station of the Boston & Maine system, on Causeway street, at 9.00 A. M., and go northward through Woburn, Lowell, the Merrimac Valley, Nashua, Manchester, and Concord, along the picturesque shores of Lake Winnepesaukee, and thence up the Pemigewasset Valley to Plymouth. Dinner will be provided at the Pemigewasset House; and the journey will then be continued over the Pemigewasset Valley Branch to North Woodstock, from whence there will be a stage transfer to the Flume House and Profile House. A halt will be made at the Flume House, in order to visit those great natural wonders, the Flume and Pool. The former has been carved from the solid rock by a little stream that descends from between Flume Mountain and Mount Liberty, and the latter is on another small stream tributary to the Pemigewasset.

Persons who desire to remain over night at the Flume House can do so, continuing their journey to the Profile House the next forenoon. The ride up through the Notch is delightful. The traveler passes on the way the beautiful Profile Lake, which mirrors the rugged steepes of Profile Mountain and the "Great Stone Face." This marvelous object looks down from its lofty place 1,800 feet above the placid surface. The best view of the famous profile is obtained from the stage road. In a delightful nook just above the lake is the celebrated Profile House, while at a short distance beyond is Echo Lake. The hotel is situated upon a little plateau nearly 2,000 feet above the sea, while all around rise the bold fronts of mountains from 1,500 to 3,000 feet higher.

The several parties will remain at the Profile House until Wednesday afternoon and then proceed over the Profile & Franconia Railroad, a narrow-gauge line, to Bethlehem Junction, and from thence over the Boston & Lowell line and the Mount

Washington Railway to the summit of Mount Washington, where Wednesday night will be passed. This is a novel trip, as the visitor is carried upward by rail, oftentimes through the clouds, to the very doors of the loftily perched hotel. The mountain is 6,291 feet above the level of the sea, and the highest peak east of the Rocky Mountains and north of the topmost summits of North Carolina. The views are indescribably fine, and the spectacles of a sunset and a sunrise are especially grand. At the summit will be found a large hotel, the Mount Washington Summit House; a station occupied by the United States Signal Service observers; an observatory erected by the United States Coast Survey; a printing office, from which is issued a bright and entertaining daily paper; railway buildings, stables, stage office, etc. The mountain-top will be reached before sunset.

Leaving the summit at 7.00 A. M., the parties will descend the mountain by the railway, and proceed to the Mount Pleasant House, the Fabyan House, and the Crawford House. These establishments belong to the chain of five great mountain hotels, of which Messrs. Barron & Merrill are the proprietors. The Crawford House is under the management of its resident proprietor, Mr. C. H. Merrill, who is also manager of The Raymond, at East Pasadena, Cal. The passengers can exercise their own preferences regarding their selection of hotels. Among the various points of interest hereabouts are Mount Willard, Beecher's Falls, Gibbs' Falls, Flume Cascade, Silver Cascade, "Idlewild" (a charming retreat on the farther side of Saco Lake), Merrill's Spring, and Hitchcock's Flume on the side of Mount Willard. There will be a carriage ride to the summit of Mount Willard Thursday afternoon. This mountain stands at the head of the Notch, and its southern face is a sheer precipice of 1,000 feet or more. The view from the top down through the Notch is exceedingly grand.

Friday morning there will be a journey down through the Notch, over the Maine

Central Railroad, in observation cars. The scenery along this part of the line is very picturesque, the road running along the steep cliffs in front of Mounts Willard and Willey. Three miles below the Crawford House the Willey House is seen in the valley below the railroad. It was near this house that the Willey family lost their lives in the great landslide of Aug. 28, 1826, while their dwelling was preserved from injury. Friday afternoon will be passed at North Conway, the party making its headquarters at the pleasant Kearsarge House, which is delightfully situated near the village and within convenient distance of all the neighboring attractions. There will be a carriage ride from the Kearsarge to Conway, and thence up the west side of the river back to North Conway, visiting Echo Lake, Cathedral Ledge, Diana's Baths, and other points of interest. Leaving North Conway Saturday morning, *via* the Boston & Maine Railroad, Northern Division, the party will proceed to Boston, arriving at 1.15 P. M.

The following is the detailed

### ITINERARY.

TUESDAY, Sept. 8. Autumn Excursion No. 14.

TUESDAY, Sept. 15. Autumn Excursion No. 19.

TUESDAY, Sept. 22. Autumn Excursion No. 21.

} Leave Boston from the station of the Boston  
& Maine Railroad Company's Southern (Boston & Lowell) Division, Causeway street,

at 9.00 A. M. On arrival at the station members of the party should check their baggage to the Profile House. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Nashua northward on Concord & Montreal Railroad. Arrive at Plymouth, N. H., at 12.40 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.38 P. M. *via* Pemigewasset Valley Railroad; arrive at North Woodstock 2.30 P. M., and thence by stage, arriving at the Flume House about 4.30 P. M.; after visiting the Flume and Pool, resume stage journey, reaching the Profile House about 7.00 P. M.

NOTE.—Persons desiring to remain at the Flume House over night can do so, continuing on to the Profile House the next forenoon, taking dinner at the latter hotel before leaving that place in the afternoon.

WEDNESDAY, Sept. 9.	Autumn Excursion No. 14.	} At Profile and Flume Houses. * Leave Profile House at 3.25 P. M. <i>via</i> Profile & Franconia Notch Railroad, and proceed, <i>via</i> Bethlehem Junction and the Concord & Montreal Railroad, to Fabyan's, and thence <i>via</i> Mount Washington Branch to Base station; leave Base station at 5.10 P. M., arriving at summit of Mount Washington, <i>via</i> Mount Washington Railway, at 6.30 P. M.; stay at Mount Washington Summit House.
WEDNESDAY, Sept. 16.	Autumn Excursion No. 19.	
WEDNESDAY, Sept. 23.	Autumn Excursion No. 21.	

THURSDAY, Sept. 10.	Autumn Excursion No. 14.	} Leave summit of Mount Washington 7.00 A. M., <i>via</i> Mount Washington Railway, and arrive at Mount Pleasant House 8.47 A. M., Fabyan's 8.50 A. M., and Crawford House 9.02 A. M.; in the afternoon carriage ride to the summit of Mount Willard.
THURSDAY, Sept. 17.	Autumn Excursion No. 19.	
THURSDAY, Sept. 24.	Autumn Excursion No. 21.	

NOTE.—Passengers can exercise their own preferences as to remaining over night at the Mount Pleasant House, the Fabyan House, or the Crawford House, if timely notice is given.

FRIDAY, Sept. 11.	Autumn Excursion No. 14.	} Leave Fabyan's 9.15 A. M., Mount Pleasant House 9.18 A. M., and Crawford House 9.27 A. M., <i>via</i> the Maine Central Railroad, and proceed through the White Mountain Notch; arrive at North Conway 10.35 A. M.; stay at the Kearsarge House; carriage ride to Conway, and from thence back to North Conway, on the west side of the river, visiting Echo Lake, Cathedral Ledge, Diana's Baths, and other points of interest.
FRIDAY, Sept. 18.	Autumn Excursion No. 19.	
FRIDAY, Sept. 25.	Autumn Excursion No. 21.	

SATURDAY, Sept. 12.	Autumn Excursion No. 14.	} Leave North Conway, <i>via</i> Boston & Maine Railroad, Northern Division, 7.20 A. M.; arrive in Boston (station of Eastern Division of Boston & Maine Railroad system) 1.15 P. M.
SATURDAY, Sept. 19.	Autumn Excursion No. 19.	
SATURDAY, Sept. 26.	Autumn Excursion No. 21.	

The price of tickets for the round trip from Boston back to Boston is THIRTY-TWO AND A HALF DOLLARS. This sum includes all transportation by rail and stage; car-

riage rides up Mount Willard and at North Conway; visits to the Pool, Flume, etc.; board and meals at the Pemigewasset House, Profile House, Mount Washington Summit House, Mount Pleasant, Fabyan, or Crawford Houses, and Kearsarge House; all transportation and care of checked baggage; services of conductors, etc.


Price of tickets for children between the ages of five and twelve years, **TWENTY DOLLARS.**

Return railway tickets are good from the Crawford House for thirty days. Tickets must be taken on or before Saturday, September 5, for Excursion No. 14; Saturday, September 12, for Excursion No. 19; and Saturday, September 19, for Excursion No. 21, three days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston, Mass.**

# Autumn Excursion No. 15, 1891.

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Leaving Boston Tuesday, Sept. 8, and Returning Saturday, Sept. 19.

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NEW YORK, THE LEHIGH VALLEY, MAUCH CHUNK,

THE FAMOUS "SWITCHBACK" OR GRAVITY RAILROAD

The Historic Wyoming Valley, Watkins Glen,

\* \* NIAGARA FALLS, \* \*

The Thousand Islands, Alexandria Bay, the St. Lawrence River and Rapids, Montreal, and Lake Memphremagog. A Twelve Days' Trip over the most Romantic Routes of Travel in Pennsylvania, New York, Canada, and New England, with Visits to many interesting Places of Resort.

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Price of Tickets (all Traveling Expenses Included), . . . \$75.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

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THERE is no more varied or attractive tour than the one arranged under this head—a twelve days' trip through Pennsylvania, New York, Canada, and Northern New England. Its objective points are Mauch Chunk, Watkins Glen, Niagara Falls, the Thousand Islands, the picturesque St. Lawrence River, Montreal, and Lake Memphremagog, and the routes to be traversed in reaching them include in themselves many scenic attractions.

A party will leave Boston *via* the Old Colony Railroad at 5.10 P. M. Tuesday, Sep-

tember 8, and proceed to New York by the popular Fall River line. The railway ride takes the traveler through a pleasant part of Eastern Massachusetts; and Fall River, where one of the magnificent steamers of this line will be in waiting, will be reached at an early evening hour. The steamer will reach New York at a seasonable hour in the morning, and the approach to the great metropolis affords a magnificent panoramic view of the city, the bay, the two rivers that pour their floods into the sea, and the neighboring great towns. There will be a ferry transfer from the New York side to the station of the Central Railroad of New Jersey, in Jersey City, from whence we shall depart at 8.57 A. M. by said line. Our route lies across a populous section of New Jersey. Elizabeth, Plainfield, Bound Brook, Somerville, Raritan, and Phillipsburg are the leading towns passed through in that State. Crossing the Delaware River between Phillipsburg and Easton, we enter Pennsylvania and continue along the banks of the Lehigh River. Bethlehem, Allentown, and Catasauqua are the chief places along this part of the line. The scenery in the Lehigh Valley is very pretty, and as the mountains are approached it assumes positive grandeur. The river and the two railway lines are at many points crowded into a narrow pass, while densely wooded steeps rise on either side. Meanwhile we pass through a region given over largely to iron manufactures, another where the quarrying of slate is a prominent industry, and into the great anthracite coal section of the Keystone State.

Mauch Chunk, which is situated in the very heart of the mountains, will be reached shortly after noon, and we alight in front of the Mansion House, which will be made our headquarters until the ensuing morning. The view, either from the bottom of the valley or from any of the neighboring heights, is very picturesque. It was here that the anthracite coal interest had its birth, toward the close of the last century. Wednesday afternoon will be devoted to a novel excursion on the Mauch Chunk &



Summit Hill Railroad, popularly known as the "Switchback." The cars descend the plains by gravity, and are hauled up by stationary steam engines. The views from Mount Pisgah, Mount Jefferson, and Summit Hill are very fine, and the descent from the latter by gravity is a very exciting experience.

Thursday morning we continue our journey westward over the Central Railroad of New Jersey, ascending the valley of the Lehigh still farther and crossing the mountains into the historic vale of Wyoming, which lies many hundreds of feet below. We shall reach the pretty city of Scranton at 12.50 P. M., and dinner will be provided at the station dining-rooms. From this point our train will continue over the Delaware, Lackawanna & Western Railroad through Binghamton, Owego, Waverly, Elmira, and some lesser towns to Corning. This route takes us through a charming section of country lying chiefly along the borders of Pennsylvania and New York. At Corning we connect with the Fall Brook route, and turning northward we journey twenty-one miles farther to Watkins Glen. Just before reaching the station at that place, the cars pass over the famous glen on a high bridge.

The popular Glen Mountain House, which is situated in proximity to the wonderful gorge, will be our sojourning-place here from Thursday evening until Saturday morning, and there will therefore be ample time to inspect the many interesting sights of the region, the nearness of the hotel to the great chasm rendering this an easy task. The deep and rugged ravine abounds in picturesque features, among which are numerous cascades and romantic gorges. A ramble through the glen is attended by a constant succession of surprises. Leaving the Glen Mountain House Saturday morning, the passengers will be transferred to the Watkins station of the Fall Brook route, and proceed therefrom over said line to Lyons, and thence over the New York Central & Hudson River Railroad to Niagara Falls. The early part of the railway ride lies

along the picturesque shores of Seneca Lake, which are followed from Watkins to Geneva, a distance of thirty-six miles.

Niagara Falls will be reached at 1.20 P. M., and here Sunday will be passed, the party making its headquarters at the International and Cataract Houses, which are near the falls and other objects of attraction. There will be a carriage ride Saturday afternoon, with visits to Prospect Park, Goat Island, the Suspension Bridge, the Canada side, Table Rock, the Whirlpool Rapids, etc. In this connection, a few general facts in relation to the great cataract will be interesting. The Horseshoe, or Canadian Fall, is 3,000 feet wide and 165 feet high. The American Falls extend 800 feet, and are 160 feet high. Over these precipices pour 58,000 barrels of water per second, 3,480,000 per minute, or 208,800,000 per hour. A rise in the height of water above the Falls of one foot will, by actual measurement, raise the level of the river below seventeen and a half feet. Between the Falls and the Whirlpool the depth varies from 75 to 200 feet. At the Whirlpool Rapids it is estimated at 250 feet, and in the Whirlpool at 400 feet. This is the depth of water alone. There is probably as great a depth of débris lying below the water and above the original bottom of the gorge. In its course the river falls about 336 feet, as follows: From Lake Erie to the Rapids above the Falls, 15 feet; in the Rapids, from 51 to 56 feet; at the Falls, 160 to 165 feet; from the Falls to Lewiston, 98 feet; from Lewiston to Lake Ontario, 7 feet. There is ample evidence that the cataract has receded from Lewiston to its present place, and that it is slowly making its way up the stream. Various estimates place the time of the retrogression thus far made at from 35,000 to 72,000 years. The whole length of the Niagara is twenty-two miles. The four great lake reservoirs above Niagara have the following areas, elevations, and depths: Lake Superior—area, 31,350 square miles; elevation above the sea level, 601 feet; depth, 1,008 feet.

Lake Michigan—area, 22,450 square miles; elevation, 581 feet; depth, 870 feet. Lake Huron—area, 23,825 square miles; elevation, 581 feet; depth, 702 feet. Lake Erie—area, 9,995 square miles; elevation, 573 feet; depth, 210 feet. Lake Ontario (below the Falls) has an area of over 6,000 square miles, an elevation of 247 feet, and a depth of 606 feet.

The name "Niagara" is of Indian origin, and is said to signify in the Iroquois tongue "The Thunderer of the Waters." Goat Island was in ancient times a burial-place of the Indians. Indications of this fact have been discovered on the island. There are said to be over 400 different species of plants and trees now growing on the island. The Niagara Falls reservation, which includes Goat Island, Prospect Park, and the grounds bordering the Rapids above the Falls, was thrown open by the State of New York July 15, 1885. The Queen Victoria Niagara Falls Park, on the Canadian side, was opened by the Province of Ontario May 24, 1888. A company is now engaged in running a tunnel from the river above the upper rapids to the lower river (below the upper suspension bridge) to furnish water power for manufacturing purposes. This tunnel will be located directly beneath the village. About 120,000 horse-power will thus be developed.

Monday morning there will be an omnibus transfer from the hotel to the New York Central station, and the party will leave *via* the Rome, Watertown & Ogdensburg Railroad in drawing-room cars. Dinner will be provided at Richland, and from Clayton we have a delightful trip by steamer down the St. Lawrence River and among its many islands to Alexandria Bay. Here the Thousand Islands House will be our abiding-place from Monday evening until Wednesday morning. The hotel is delightfully situated near the shore, and with a charming outlook upon the bay and its most romantic islands.

Wednesday will be devoted to the delightful trip down the St. Lawrence River by steamer. This voyage is made on one of the boats of the Richelieu & Ontario Navigation Company, and will take the tourist through the remaining part of the romantic island region and over all the famous rapids. The rapids have a total fall of 221.6 feet before Montreal is reached, the principal ones being the Long Sault, the Coteau, the Cedars, the Split Rock, and the Lachine, the latter being just above Montreal. The first rapids of the series, the Galop, are encountered five miles below Prescott. Next comes the Long Sault, one of the finest of all, having a continuous run of nine miles. The steamer is here carried along at the rate of about twenty miles an hour, wholly by the course of the strong current, the steam being shut off. The Coteau Rapids are below, and the others follow in the order already named. The Lachine Rapids are the most formidable of all, and the most difficult to navigate. The surging billows are flanked by rocks, which rise on each side of the swift current. Trained Indian pilots here take the helm, and the passengers are almost breathless, while the steamer glides from out the tempestuous waters into the smooth river again. Just before reaching the Coteau Rapids, the steamer approaches the fine new bridge erected by the Canada Atlantic Railway, which crosses to Valleyfield, and connects with the system of American railways to Boston and New York. This bridge is a mile and three-quarters long and consists of seventeen fixed spans. Over the main channel of the river there is a swing bridge covering 353 feet. The next bridge crosses the river a short distance below the Indian village of Caughnawaga, and belongs to the Canadian Pacific railway. This structure resembles the great International Bridge across the Niagara River, and is a model of modern engineering skill. After gliding swiftly beneath this great work, the steamer comes to the third and last of the great bridge structures, the Victoria Bridge, which is two miles long, and is claimed to be the

noblest work of its kind in the world. The steamer passes under this famous bridge, and the attention of the passengers is now drawn to the magnificent panorama of Montreal and its background of mountain.

Arriving at the Canadian metropolis at 6.30 P. M., the passengers will be transferred to the handsome Windsor Hotel, on Dominion square. Here they will remain until Friday morning. Thursday will be devoted to the sights of Montreal, and a carriage ride will be, in this connection, the only programme feature. The principal churches, the park on the summit of Mount Royal, and the Grey Nunnery will be visited, and the excursion will afford views of all the most interesting sections of the city.

Friday morning the party will take the cars at the Canadian Pacific Railway station, and proceed to Newport, Vt., arriving there shortly before one o'clock. After dinner at the well-known Memphremagog House, there will be a steamboat excursion over the most romantic and picturesque sections of the lake, the boat going as far as Georgeville, Can.

Saturday morning the party will leave Newport for Boston, journeying over the Boston & Maine Railroad system. Dinner will be provided at the Pemigewasset House, Plymouth, N. H., and the train will reach Boston at 4.55 P. M.

### ITINERARY.

TUESDAY, September 8.—Leave Boston by the Fall River line (station of Old Colony Railroad, Providence Division, Park square) at 5.10 P. M. On arrival at the station members of the party should check their baggage to Mauch Chunk *via* Fall River line. The checks will be collected upon the train. Tags are supplied with excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the steamboat wharf, Fall River, 6.38 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

WEDNESDAY, September 9.— Arrive in New York 7.00 A. M.; breakfast on board the steamer; leave New York by annex steamer for Jersey City, and thence at 8.57 *via* Central Railroad of New Jersey; arrive at Mauch Chunk at 12.25; stay at the Mansion House; in the afternoon excursion to Summit Hill and return by Mauch Chunk & Summit Hill Railroad.

THURSDAY, September 10.— Leave Mauch Chunk by the Central Railroad of New Jersey at 9.50 A. M.; arrive at Scranton, Pa., 12.50 P. M.; dinner at the station dining-rooms, Scranton; leave Scranton, *via* Delaware, Lackawanna & Western Railroad, at 1.42 P. M.; arrive at Corning, N. Y., 5.17 P. M.; leave Corning, *via* the Fall Brook route, at 5.40 P. M.; arrive at Watkins Glen 6.25 P. M.; omnibus transfer to the Glen Mountain House.

FRIDAY, September 11.— At Glen Mountain House, Watkins Glen.

SATURDAY, September 12.— Omnibus transfer from the hotel to Watkins station, and leave at 7.15 A. M. *via* the Fall Brook route; from Lyons to Niagara Falls *via* the New York Central & Hudson River Railroad; arrive at Niagara Falls at 1.20 P. M.; omnibus transfer to the International Hotel and Cataract House. In the afternoon carriage ride, visiting Suspension Bridge, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, September 13.— At Niagara Falls.

MONDAY, September 14.— Omnibus transfer to the New York Central Railroad station, and at 8.30 A. M. leave Niagara Falls by the Rome, Watertown & Ogdensburg Railroad in drawing-room cars; arrive at Richland, N. Y., 2.30 P. M.; dinner at the station dining-rooms; arrive at Clayton 5.10 P. M.; leave at once by steamer, and arrive at Alexandria Bay at 6.30 P. M.; stay at the Thousand Islands House.

TUESDAY, September 15.— At Alexandria Bay.

WEDNESDAY, September 16.— Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

THURSDAY, September 17.— At Montreal. Carriage ride, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.

FRIDAY, September 18.—Leave Montreal at 9.00 A. M. *via* the Canadian Pacific Railway; arrive at Newport, Vt., 12.40 P. M.; stop at the Memphremagog House; during the afternoon there will be a steamer excursion on Lake Memphremagog, the boat leaving at 1.10 P. M. and returning at 7.00 P. M.

SATURDAY, September 19.—Leave Newport at 8.30 A. M. *via* Boston & Maine system; from Wells River to Nashua, N. H., *via* Concord & Montreal Railroad; dinner at the Pemigewasset House, Plymouth, N. H.; from Nashua to Boston *via* Boston & Maine system; arrive in Boston (Southern Division, or Boston & Lowell station, Causeway street) 4.55 P. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; stateroom berths on the Fall River line; seats in drawing-room cars from Niagara Falls to Clayton; omnibus and carriage transfers at Watkins, Niagara Falls, and Montreal; carriage rides at Niagara Falls and Montreal; toll and admission fees at Niagara Falls and at Watkins Glen; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.


Tickets returning from Montreal will be good thirty days.

Tickets for the excursion should be taken on or before Saturday, September 5.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.



# Autumn Excursion No. 16, 1891.

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Leaving Boston Thursday, Sept. 10, and Returning Friday, Sept. 18.

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A NINE DAYS' TRIP THROUGH

## THE ADIRONDACK MOUNTAINS,

With Incidental Visits to Elizabethtown, Keene Valley, Beautiful Lake Placid  
(the Gem of the Adirondack Lakes), Adirondack Lodge, Ausable Chasm,  
and Burlington, Vt.

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Price of Tickets (all Traveling Expenses Included), . . . \$55.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$40.00.

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THE Adirondack Mountains form the chief feature of our sixteenth tour. The itinerary differs essentially, however, from the one provided for Tour No. 8, except in the round of travel through the mountains. The date of departure from Boston is Thursday, September 10, and a direct route will be taken to the Adirondack region. The train will leave from the Fitchburg Railroad station, Causeway street, at 10.30 A. M., and traverse interesting and picturesque parts of Massachusetts, Vermont, and New York. Among the prominent places passed through will be Fitchburg, Bellows Falls, Rutland, Whitehall, Fort Ticonderoga, and Port Henry. Westport, one of the most charming towns upon the shores of Lake Champlain, will be reached about 6.00 P. M., and there will be a stage ride thence to Elizabethtown. We remain at The

Windsor in this delightful retreat, through Friday and until Saturday morning. Leaving then by stage, we penetrate the beautiful mountain region, crossing the foot of the Keene Valley, and reaching the shores of lovely Lake Placid in the afternoon.

Three days will be devoted to this charming resort, the party making the Grand View Hotel and the Mirror Lake House its headquarters; and there will be ample opportunities for fishing, boating, and other sports. On one of the days there will be an excursion to Adirondack Lodge, one of the most romantic spots in this picturesque region.

Leaving Lake Placid by stage Wednesday afternoon, September 16, we proceed to Saranac Lake, reaching the lake station in time to take the train for Plattsburgh over the Chateaugay Railroad. At Plattsburgh the fine steamer "Vermont" will be made our abiding-place until Thursday morning, when a short voyage will bring us to Port Kent, a railway transfer to Ausable Chasm will follow, and the forenoon will be occupied in viewing the wonders of the place.

Leaving Ausable Chasm at 3.10 P. M. on Thursday, the party will proceed by railway to Port Kent, three miles distant, and thence by steamer across Lake Champlain to Burlington, Vt., where the night will be passed at the Van Ness and American Houses. Friday will be devoted to the homeward journey *via* the Central Vermont Railroad route. Dinner will be provided at Bellows Falls, and Boston will be reached at 5.42 P. M.

The excursion will be carried out in accordance with the following

### ITINERARY.

THURSDAY, September 10.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 10.30 A. M. in drawing-room cars. On arrival at the station members of the party should check their baggage to Westport, N. Y., *via* the Hoosac Tunnel line. The checks will be taken up on the train.

Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Dinner at station dining-rooms, Bellows Falls, Vt.; arrive at Westport 6.00 P. M.; thence by stage to Elizabethtown, arriving about 8.00 P. M.; stop at The Windsor.

FRIDAY, September 11.—At Elizabethtown.

SATURDAY, September 12.—Leave Elizabethtown by stage at 7.00 A. M.; dinner at Cascade House, Cascadeville; arrive at Lake Placid in the afternoon; stop at the Grand View House.

SUNDAY, September 13.—At Lake Placid.

MONDAY, September 14.—At Lake Placid. Carriage ride to Adirondack Lodge, visiting John Brown's grave on the way. Dinner at Adirondack Lodge, and return to Lake Placid.

TUESDAY, September 15.—At Lake Placid.

WEDNESDAY, September 16.—At Lake Placid. Leave Lake Placid by stage at 1.00 P. M.; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M.; arrive at Plattsburgh 6.55 P. M.; go on board the steamer "Vermont," which will remain at Plattsburgh over night; supper, stateroom berths and breakfast furnished.

THURSDAY, September 17.—Leave Plattsburgh by steamer 7.00 A. M.; arrive at Port Kent 7.35 A. M.; leave Port Kent *via* Keeseville, Ausable Chasm & Lake Champlain Railroad 7.45 A. M.; arrive at Ausable Chasm 8.00 A. M.; visit the Chasm, taking boats a portion of the way through and carriages back; transfer to the railway station and leave Ausable Chasm by railway at 3.10 P. M.; connect with steamer at Port Kent, and leave there at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; transfer to the Van Ness and American Houses.

FRIDAY, September 18.—Leave Burlington, *via* Central Vermont Railroad, at 8.15 A. M. in drawing-room cars; dinner at the station dining-rooms, Bellows Falls; arrive in Boston (Fitchburg station, Causeway street) at 5.42 P. M.

The price of tickets for the entire trip from Boston back to Boston is FIFTY-FIVE DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Elizabethtown, Lake Placid, Ausable Chasm, and Burlington, Vt.; incident-


tal meals at Bellows Falls, Cascadeville, Adirondack Lodge, and on the steamer "Vermont;" stateroom berths on steamer "Vermont;" carriage ride at Lake Placid and Ausable Chasm; excursion by boat through Ausable Chasm; seats in drawing-room cars from Boston to Westport, and from Burlington to Boston; admission fee at Ausable Chasm; transfers where the same are needed; all care and transportation of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, FORTY DOLLARS. The tickets returning from Lake Placid will be good for thirty days.

Tickets for the excursion must be taken on or before Saturday, September 5.

W. RAYMOND.  
I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 17, 1891.

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Leaving Boston Monday, Sept. 14, and Returning Saturday, Sept. 19.

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A Delightful Tour of Six Days, via Long Island Sound to New York, up the Hudson River to Albany and

\* \* \* SARATOGA, \* \* \*

Thence to Lake George, Lake Champlain, and Ausable Chasm, and Homeward via Burlington.

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Price of Tickets (all Traveling Expenses Included), . . \$38.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$28.00.

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OUR seventeenth autumn trip is made up of a short but very comprehensive round of travel, with Long Island Sound, the Hudson River, Saratoga, Lake George, Lake Champlain, and Ausable Chasm as its salient features. The party will leave Boston Monday, September 14, taking a train at the Park square station of the Old Colony Railway, at 5.10 P. M. The journey to New York will be made on one of the superb steamers of the Fall River line—the finest passenger boats in the world. The approach through Hell Gate and the East River affords a most interesting panorama of both that city and Brooklyn.

Arriving at Pier No. 28, North River, the passengers will proceed by annex steamer to the Vestry Street Pier, from whence the elegant steamer "New York," of the Hud-

son River Day line, will leave at 8.40 A. M. The "New York" is a large and magnificent boat, built especially to accommodate the travel on the "American Rhine."

A voyage up the Hudson is always enjoyable, and, even to those who know the charms of this noble river best, a fresh and truly delightful experience. From the time the boat leaves its pier to the final landing there is a constant panorama of interesting scenery which at certain points approaches sublimity. Scores of places upon the picturesque shores are associated with thrilling incidents in our country's early history, and there is not a dull moment in the whole voyage. The Palisades, the romantic Highlands, and the stately Catskills are the grand features which in turn appear before the traveler, all the prominent peaks of the latter being plainly in view.

The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party from that city to Saratoga.

Wednesday will be passed at Saratoga, the visitors making their headquarters at the popular Congress Hall, which is very centrally located, in proximity to the principal springs, and in the midst of all the gay life of the great summer metropolis. Wednesday forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc. "The Pompeia," an artistic reproduction of the House of Pansa, destroyed at Pompeii A. D. 79, is a short distance from the hotel.

Thursday morning the party will leave Saratoga by the Delaware & Hudson Canal Company's Railroad, and proceed to Lake George. The route is *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the steamer for a trip over the beautiful lake. Lake George lies at the southeastern margin of the great Adirondack wilderness, and is a little over thirty-three miles in length, and in its broadest part about four miles in width. It is environed by mountains, and numerous

islands also add to the picturesque beauty of the scenery. During the French War, and again in the War of the Revolution, Lake George was the scene of much strife, and many sanguinary contests were fought upon its now peaceful shores. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Here, at Ticonderoga, we are again upon historic ground. The old fort, now in ruins, and its neighborhood witnessed many exciting exploits in the early days. Dinner will be served upon the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain. The scenery of this lake differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side, and the Adirondacks of New York on the other. Both in the French War and in the American Revolution, and also in the war of 1812, Lake Champlain was the scene of many thrilling events. The handsome city of Burlington occupies a commanding position on the slopes of the Vermont shore. The steamer will reach Burlington, Vt., soon after five o'clock, and there will be an omnibus transfer to the Van Ness and American Houses, where the night will be passed.

Friday morning the party will cross the lake by steamer, and landing at Port Kent, proceed from thence to Ausable Chasm by the Keeseville, Ausable Chasm & Lake Champlain Railroad. This road was opened only a few years ago, and now takes the place of the old stage transfer. The railway crosses the chasm near the Horseshoe Falls by means of a bridge 240 feet long and 138 feet high.

Several hours will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation, and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is



compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat. Among the special points of interest seen within the stupendous gorge are "Pulpit Rock," "Hell Gate," "The Oven," "The Punch Bowl," "Jacob's Well," "The Fernery," "The Well," "Mystic Gorge," "Shady Gorge," "Long Gallery," "Hyde's Cave," "Column Rocks," "Smuggler's Pass," "The Post Office," "Upper Flume," "Table Rock," "Cathedral Rocks," "The Sentinel," "The Narrows," "Sentry Box," and "The Broken Needle." After lunch the party will return to Port Kent by railway, and there take a steamer for Burlington, where a second night will be passed. Leaving Burlington by the Central Vermont Railroad, Saturday morning, the party will proceed to Boston over a charming route, arriving at the Fitchburg Railroad station, Causeway street, at 5.42 P. M. Dinner will be provided at Bellows Falls, Vt.

### ITINERARY.

MONDAY, September 14.—Leave Boston by the Fall River line (Park square station of the Old Colony Railroad) at 5.10 P. M. On arrival at the station members of the party should check their baggage to Saratoga *via* Fall River line and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at steamboat wharf, Fall River, 6.38 P. M.; go on board one of the magnificent steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 15.—Arrive at Pier 28, North River, New York, 7.00 A. M.; breakfast on board the Fall River line boat; transfer by annex steamer to Pier 39, North River, and leave from there on Hudson River Day line steamer "New York" at 8.40 A. M.; dinner on board the steamer; arrive at

Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga at 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 16.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and some of the principal springs.

THURSDAY, September 17.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; go on board steamer "Vermont," Captain George Rushlow; dinner on board steamer "Vermont;" arrive at Burlington, Vt., 5.10 P. M.; omnibus transfer to the Van Ness and American Houses.

FRIDAY, September 18.—Omnibus transfer from the hotels to the steamboat wharf, and leave Burlington on steamer "Chateaugay," Captain Baldwin, 9.00 A. M.; arrive at Port Kent 9.40 A. M.; leave Port Kent *via* Keeseville, Ausable Chasm & Lake Champlain Railroad 9.50 A. M.; arrive at Ausable Chasm 10.05 A. M.; visit the Chasm, taking boats through a part of the gorge, and carriages back; after lunch, transfer to the railway station, and leave Ausable Chasm 3.10 P. M.; arrive at Port Kent 3.25 P. M.; leave Port Kent by steamer 3.45 P. M.; arrive at Burlington 4.30 P. M.; omnibus transfer to the Van Ness and American Houses.

SATURDAY, September 19.—Leave Burlington 8.15 A. M. *via* Central Vermont Railroad; dinner at station dining-rooms, Bellows Falls, Vt.; arrive in Boston (Fitchburg Railroad station, Causeway street) 5.42 P. M.

The price of tickets for the entire trip from Boston back to Boston is THIRTY-EIGHT DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga and Burlington; incidental meals on the steamers "New York" and "Vermont," on the Fall River line boat, and at Ausable Chasm and Bellows Falls; stateroom berths on the Fall River steamer; carriage rides at Saratoga and Ausable Chasm; boat ride through the Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, **TWENTY-EIGHT DOLLARS.**


Return railway tickets from Burlington to Boston are good for thirty days.

Tickets for the excursion must be taken on or before Friday, September 11.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# Autumn Excursion No. 18, 1891.

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Leaving Boston Tuesday, Sept. 15, and Returning Saturday, Sept. 19.

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A Charming Trip of Five Days over the Hoosac Tunnel Route to

## SARATOGA,

And thence to Lake George, Lake Champlain, and Ausable Chasm, with a Return  
via Burlington.

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Price of Tickets (all Traveling Expenses Included), . . . \$32.50.

Price of Tickets for Children between the ages of 5 and 12 years, \$20.00.

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EXCURSION No. 18 is similar to No. 17, the exception being in the route to Saratoga and in the date of departure from Boston. The party will leave Boston Tuesday, September 15, and proceed over the picturesque Hoosac Tunnel line to the celebrated watering-place. The Fitchburg Railroad, which forms this popular railway route, extends through a charming part of Northern and Northwestern Massachusetts. The valleys of Miller's River and the Deerfield River disclose many charming views. At a distance of 135 miles from Boston the traveler enters the famous Hoosac Tunnel, and for a distance of four and three-quarters miles is carried beneath Hoosac Mountain. At the western end of the tunnel we emerge into the beautiful town of North Adams. The railroad continues along the picturesque valley of the Hoosac River, through a little corner of Vermont, and into New York State, where the country

becomes less mountainous. Saratoga will be reached at 3.05 P. M., and there will be an omnibus transfer to Congress Hall.

The succeeding day will be passed at Saratoga, and there will be a carriage ride, with visits to the principal springs and other points of interest. Among the present attractions of Saratoga may also be mentioned the instructive exhibition known as "The Pompeia."

Thursday will be devoted to the varied and interesting trip from Saratoga to Burlington, Vt., by the way of Lakes George and Champlain. The party will leave Saratoga by rail in the morning and proceed to Caldwell, where one of the Champlain. Transportation Company's steamers will be in waiting. The trip across Lake George will occupy about three hours, and subsequently there will be a delightful voyage down Lake Champlain of several hours. The boat reaches Burlington shortly after five o'clock, after a large section of the lake has been traversed, and there will be an omnibus transfer to the Van Ness and American Houses, where two nights are to be passed.

Friday morning there will be a trip across the lake by steamer, a short railway transfer from thence to the Chasm, and several hours will then be spent in an exploration of this famous gorge, with an exciting boat ride down through its wildest part.

Leaving the Chasm after lunch, the party will return to Burlington and remain over night. Saturday morning a train will be taken on the Central Vermont Railroad for the homeward journey. Dinner will be provided at Bellows Falls, Vt., and the train will be reached at 5.42 P. M.

### ITINERARY.

TUESDAY, September 15.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 8.30 A. M., in Wagner drawing-room cars. On arrival at the station members of the party should check

their baggage to Saratoga *via* the Hoosac Tunnel line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams, Mass., 1.00 P. M.; lunch at the station dining-rooms; arrive at Saratoga 3.05 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 16.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, September 17.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50, and thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.25 P. M.; dinner on board the steamer; arrive at Burlington 5.10 P. M.; omnibus transfer to the Van Ness and American Houses.

FRIDAY, September 18.—Omnibus transfer from the hotels to the steamboat wharf, and leave Burlington at 9.00 A. M. on steamer "Chateaugay;" arrive at Port Kent 9.40 A. M.; leave Port Kent *via* Keeseville, Ausable Chasm & Lake Champlain Railroad 9.50 A. M.; arrive at Ausable Chasm 10.05 A. M.; visit the Chasm, taking boats part way through and carriages back; after lunch, transfer to the railway station, and leave Ausable Chasm at 3.10 P. M. for Port Kent, connecting there with steamer for Burlington; arrive at Burlington 4.30 P. M.; omnibus transfer to Van Ness and American Houses.

SATURDAY, September 19.—Omnibus transfer to the station, and leave Burlington *via* Central Vermont Railroad 8.15; dinner at station dining-rooms, Bellows Falls, Vt.; arrive in Boston (Fitchburg Railroad station, Causeway street) 5.42 P. M.

The price of tickets for the excursion is THIRTY-TWO AND A HALF DOLLARS. This sum covers all transportation by rail, steamer, and stage; drawing-room car seats from Boston to Saratoga; hotel accommodations at Saratoga and Burlington; incidental meals at Athol, on steamer "Vermont," Ausable Chasm, and Bellows Falls; carriage ride at Saratoga; boat ride and carriage ride at Ausable Chasm; admission fee

at the Chasm; all care and transportation of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, TWENTY DOLLARS.


Return tickets Burlington to Boston will be good for thirty days.

Tickets for the excursion must be taken on or before Friday, September 11.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**



## Autumn Excursion No. 20, 1891.

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Leaving Boston Monday, Sept. 21, and Returning Tuesday, Oct. 6.

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New York, Philadelphia, Baltimore,

## THE BATTLE-FIELD OF GETTYSBURG,

Blue Mountain House, Chesapeake Bay,

The Hygeia Hotel, Old Point Comfort, Fortress Monroe,

Richmond, the James River Valley, the NATURAL BRIDGE, GROTTOS OF  
THE SHENANDOAH, LURAY CAVERNS, the Shenandoah Valley, Harper's  
Ferry, and WASHINGTON, D. C. A Grand Tour of Sixteen Days  
through some of the most Historic and Picturesque Sections of  
Pennsylvania, Maryland, Virginia, and West Virginia.

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Price of Tickets (all Traveling Expenses Included), . . . \$85.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$50.00.

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THE twentieth excursion in our autumn list of tours forms a varied and delightful round of travel. The great battle-field of Gettysburg, Chesapeake Bay, Old Point Comfort and the region around Fortress Monroe, Richmond, the great Natural Bridge of Virginia, the Shenandoah Grottoes, the Caverns of Luray, Harper's Ferry, and Washington go to make up the remarkable list of places to be visited. For hundreds

of miles the route lies through a region rich in associations connected with our country's early history and with the late war. Scores of battle-fields, besides that of Gettysburg, are scattered along the way.

Leaving Boston Monday afternoon, September 21, at 5.10, from the station of the Old Colony Railroad, Providence Division, Park square, the party will proceed to Fall River by rail, and from thence to New York by one of the splendid steamers of the Fall River line. The evening sail down Mount Hope and Narraganset Bays is always an enjoyable feature by this route; and, when darkness approaches, the passengers can have recourse to the entertainment furnished within the gorgeous saloon in the form of an orchestral concert. The approach to New York in the morning is another pleasant experience. In no other way can so fine a view be had of the great city and its interesting surroundings. After breakfast on board the boat, there will be a transfer to Jersey City, where a train will be taken on the "Royal Blue" route at 9.12 A. M.

This line—made up between New York and Philadelphia of the Central New Jersey and the Philadelphia & Reading Railroads, with the extension of the Baltimore & Ohio Railroad beyond Philadelphia—constitutes a direct and expeditious route from the metropolis through to Baltimore, Washington, and the West, as well as to Philadelphia. With a road-bed unsurpassed by any in the country, an equipment that cannot be excelled, and a prompt, safe, and efficient service, the "Royal Blue" line deservedly holds a foremost place in the estimation of the traveling public. We traverse a picturesque section of New Jersey and Pennsylvania, passing through Elizabeth, Plainfield, Bound Brook, and several other populous places, and also several towns of historic interest in connection with the events of the Revolutionary period. At Yardley we cross the Delaware River, here a wide stream, on a high and commanding bridge. Reaching the suburbs of Philadelphia, we go partly around the city in

place of entering it at once, and approach the Baltimore & Ohio Railroad station (Chestnut and Twenty-fourth streets), through a section of Fairmount Park. Continuing from Philadelphia over the tracks of the Baltimore & Ohio Railroad, we pass through Chester, Wilmington, Newark, and Havre de Grace, crossing the Susquehanna at the latter point by a magnificent and costly bridge, from which an extended view of the river and country is had. The Camden station in Baltimore will be reached at 2.05 P. M., and dinner will be served at the station dining-rooms before a transfer is made to the Fulton station of the Western Maryland Railroad. Taking a train on the latter road at 3.33 P. M., we traverse pleasant sections of Maryland and Pennsylvania to Gettysburg, about seventy miles distant. Arriving at Gettysburg soon after six o'clock, the party will proceed to the Eagle Hotel. The succeeding day will be passed in an inspection of the battle-field. Carriages will be furnished by the Ziegler & Holtzworth stables for an extended round of the field.

The battle of Gettysburg, one of the greatest struggles at arms of our national conflict, occurred July 1, 2, and 3, 1863. Shortly after the sanguinary defeat of the National army at Chancellorsville, Va. (May, 1863), General Lee advanced rapidly into Maryland and Pennsylvania at the head of a compact army, the flower of the southern troops. The towns in the Cumberland Valley fell in succession before the invading host, and consternation spread through the neighboring country. The army of the Potomac, which had been endeavoring to cover the cities of Washington, Baltimore, and Philadelphia, uncertain of the enemy's purposes, was drawn together to impede the progress of General Lee, and the clash of arms took place here. The battle was terrific, and its evidences are still visible. The Confederates for a time seemed masters of the ground; but the fight had a victorious ending for the National troops, with a great loss in killed and wounded on both sides. The number of men engaged

is variously estimated, but the best accounts give 80,000 Nationals and 70,000 Confederates. Some historians claim that 100,000 Nationals and 91,000 Confederates were engaged. The National loss in the three days' battle was 2,834 killed, 13,733 wounded, and 6,643 missing. The Confederate loss was 18,000 killed and wounded, and 13,620 prisoners. The Soldiers' National Cemetery contains several thousand bodies, eighteen northern States being represented. The National monument, an imposing memorial of Westerly granite, sixty feet high, stands in the centre of the lines of the dead. It is crowned by a colossal marble statue of Liberty, and there are four buttresses bearing colossal statues of War, History, Peace, and Plenty. On the base of the monument are some of the grand words of President Lincoln, delivered here in November, 1863. Near the entrance to the cemetery is a semi-colossal bronze statue of Major-General Reynolds, who was killed while leading the First Corps in the battle. There are many monuments scattered over the battle-field, marking the chief positions of the different bodies of troops or the spots where prominent officers fell. There are, altogether, over 400 monuments and markers, Pennsylvania troops alone having 82 for infantry, 11 for cavalry, 6 for artillery, and 9 for its reserves. New York has 71 for infantry, 8 for cavalry, and 15 for artillery. Massachusetts follows with 23 for infantry, 1 for cavalry, and 5 for artillery. Ohio comes next with 24 monuments and markers. Aside from Massachusetts, New England is represented as follows: Maine—12 infantry, 1 cavalry, and 4 artillery; New Hampshire—4 infantry and 1 artillery; Vermont—4 infantry and 1 artillery; Rhode Island—1 infantry and 5 artillery; Connecticut—8 infantry and 1 artillery. Some of the monuments are very beautiful.

The ride about the battle-field will afford a comprehensive view of the prominent points connected with the great events of the conflict, and the visitors will have the advantage of the companionship of Captain Long, the well-known guide, whose famil-

ilarity with the field and succinct and accurate explanations of the movements of the two armies serve to make the tour of Gettysburg intensely interesting. On leaving Gettysburg we proceed by the new line of the Western Maryland Railroad across the mountains to Highfield, Pen-Mar, and the Blue Mountain House.

The road ascends a steep grade to Monterey Gap, at one time describing a great "Horseshoe Bend," and the views at many points along the route are very picturesque. Pen-Mar is a noted picnic resort in the mountains, which derives its name from the first syllables of the two States on the borders of which it lies.

A mile beyond Pen-Mar, and upon the west slope of the Blue Mountain, we are at our destination — the commodious and elegant Blue Mountain House. Perched upon the mountain-side, some 1,500 feet above the sea, the visitor gains a magnificent view of Cumberland Valley, with far-away glimpses of the Potomac and Shenandoah Valleys. High Rock, which is easily accessible from the hotel, is 500 feet higher, or 2,000 feet elevation from the sea-level; and it is said the view from that point embraces 2,000 square miles of territory. The scene is magnificent beyond all description. Thousands of farms and numerous towns and villages are in sight, the broad Cumberland valley being spread out before the beholder as if on a map. Among the large places seen are Hagerstown and Waynesboro. Mount Quirauk (2,400 feet high), Brinkwood, and Ragged Edge are among the other points of interest in the vicinity.

Leaving the Blue Mountain House Thursday afternoon, we shall return to Baltimore over the Western Maryland Railroad, but by a different route than the one by which we came. We shall reach Baltimore in time to connect with the Bay line steamer for the voyage down Chesapeake Bay. The distance from Baltimore to Old Point Comfort is about 160 miles, and the voyage affords a good night's rest to the passengers. The Bay line has long been celebrated among tourists and travelers, not only for the

attractiveness of its route and its thoroughly excellent management, but also on account of the choice table provided for its passengers. The boats are large and commodious, and supply every possible comfort. This route connects Baltimore and Norfolk (with Old Point Comfort as an intermediate landing), and forms an important link for northern and southern travel *via* the Norfolk & Western, the Chesapeake & Ohio, and other great southern and western railway lines. Both supper and breakfast will be provided on the steamer, and stateroom berths will also be furnished.

The steamer will reach Old Point Comfort at 7.00 A. M., and the approach thereto affords a grand view of Fortress Monroe. The party will take up its abode at the gigantic Hygeia Hotel, which is situated near the landing-place. At this celebrated resort we shall remain through Friday and Friday night. Old Point Comfort was thus designated by Captain John Smith and his companions in one of their early voyages of exploration about Chesapeake Bay, when, after tempestuously tossing in a little shallop in the outer bay, they found a haven here; and many another mariner has discovered that it is no misnomer. Mr. Phœbus, the founder of the magnificent Hygeia Hotel, and his worthy successor, Mr. Pike, have certainly done their part towards giving all due significance to the name. The hotel is one of the largest in the country (having accommodations for over 1,000 guests), and one of the most fashionable, drawing its visitors from both the North and the South. It enjoys the distinction of being both a summer and winter resort, the temperature being cool in summer and warm in winter. The Gulf Stream, which flows quite near the coast of Cape Henry and Cape Charles, is the great equalizer. Fortress Monroe, the largest fortification in the United States, is less than 100 yards from the hotel, which, in fact, is on the government reservation. Near at hand are Chesapeake City and the ancient town of Hampton, together with the National Home for Disabled Volunteer Soldiers (south-

ern branch), the Hampton Normal and Agricultural Institute (the noble institution conducted under the direction of General S. C. Armstrong for the education of colored and Indian youth), a national cemetery, and an ancient church. Fortress Monroe covers about eighty acres, its form being that of an irregular hexagon, two sides of which look out upon the water, while four command the land approaches. A moat, from 75 to 150 feet wide, extends around the entire work. There are numerous finely shaded walks within the fort. The museum is open from 10.00 to 12.00 A. M. and from 1.00 to 5.00 P. M. Guard-mounting takes place at 8.30 A. M., and dress parade half an hour before sunset. Opposite Fortress Monroe is the artificial island known as the Rip Raps, where Fort Wool (formerly Fort Calhoun) remains uncompleted. As is well known, Fortress Monroe was of great importance to the Union cause during the late war. There was probably a fort of some kind here in the early colonial times. The present work was begun in 1817, and up to the outbreak of the Rebellion had cost the government \$2,500,000. The late Jefferson Davis was a prisoner here for some time.

A carriage drive has been arranged, with a visit to the Soldiers' Home, the Hampton Normal Institute, and other points of interest. A splendid shell road leads from the point to the several institutions and to Hampton. The National Home for Disabled Volunteer Soldiers occupies a beautiful site by the water-side, and the grounds are laid out very handsomely. There are about 1,350 inmates at the present time. The main building was the Chesapeake Female College before the war. There are a number of fine buildings devoted to the use of the soldiers, including, of course, a well-filled hospital. There are also a billiard-room, theatre, and other means of amusement, library, reading-room, etc., and a well-organized steam fire department. The dining-room will accommodate 1,000 men at a sitting. The institution has a very useful adjunct in the shape of a well-tilled farm of 150 acres.



The National Cemetery, which will next be visited, is situated between the Home and the Normal School grounds. There are 5,674 Union and Confederate dead buried here. A granite obelisk, sixty-five feet in height, rises in the centre of the grounds, and there is a chapel where the lamented Garfield delivered his last public address, about a month before he was assassinated.

We shall next direct our attention to the Hampton Normal and Agricultural Institute. This is not a government institution, but the outgrowth chiefly of private benevolence. Besides the home farm of 190 acres, there is a grain and grass farm of 600 acres about four miles from Hampton, which was given by Mrs. Hemenway, of Boston. Of the dozen or more edifices there are Virginia Hall, built partly through the efforts of the Hampton students in a three years' concert tour; the Stone Memorial Building, given by Mrs. Valeria Stone, of Malden, Mass., and containing a well-appointed printing-office and other workrooms; the Huntington Industrial Works, erected through the munificence of Mr. C. P. Huntington; Academic Hall; the Wigwam; Winona Lodge, etc. The school was opened in 1868, and Indian students were admitted in 1878. After graduation the students become teachers, and the demand for their services exceeds the supply. The school is under the direction of General S. C. Armstrong, who is aided by a faithful corps of teachers and workers. Near the Institute buildings, and in reality a part of the institution, is the Butler Schoolhouse, built at the time of the war by General Butler for the education of the "contrabands."

To reach the town of Hampton we cross a creek. The famous Captain John Smith found an Indian village here, called Kecoughtan, in 1607, and for a long time the white settlement bore the same name. One of the earliest engagements of the Revolutionary War was the successful defence of the town against the attack of the British fleet. In

1813 it was captured by the British and given over to pillage. In August, 1861, the Confederate General Magruder ordered its destruction, to prevent it from falling into the hands of the Union troops. Every house except five was burned. The walls of the old church (built between 1658 and 1660, to take the place of a still older place of worship) were left standing, and the edifice was rebuilt. The town now contains about 4,000 inhabitants, most of them colored.

Leaving Old Point Comfort Saturday morning, by the Chesapeake & Ohio Railway, we shall proceed *via* Hampton, Newport News, and Williamsburg to Richmond, seventy-five miles distant, arriving there at 11.20 A. M. There will be an omnibus transfer from the station to Ford's Hotel, which will be our headquarters until Monday morning.

Richmond, the capital of Virginia and one of the most beautiful and flourishing cities of the South, was settled as early as 1609 by a body of colonists sent out from Jamestown, incorporated in 1742, and became the seat of government in 1779. In the war of the Rebellion it became the seat of government of the Confederacy; and the "White House" occupied by President Jeff Davis, now a public school building, may be seen at the corner of Clay and Twelfth streets. Numerous other Confederate landmarks still exist about the city. The Capitol Park, containing, besides the Capitol and Governor's mansion, several beautiful statues, is in close proximity to Ford's Hotel. A handsome monument, surmounted by a statue of General Robert E. Lee, was unveiled at a park on Franklin street, March 29, 1889.

Saturday afternoon there will be a carriage ride, in the course of which the prominent points in the city and its vicinity will be visited. Among the many places and objects of interest in Richmond and its neighborhood are the following:—

The State Capitol, upon the brow of Shockoe Hill, and surrounded by a beautiful park containing statues, fountains, and pleasant walks. This building possesses great historic interest, since it has been used, not only for the meetings of the General Assembly of Virginia, but also for those of the Congress of the Confederate States. In the rotunda are Houdon's celebrated statue of Washington and Hart's statue of Clay, lately removed from a pavilion in the park.

The State Library, containing about 30,000 volumes, occupies a part of this building.

**MONUMENTS AND STATUES IN CAPITOL SQUARE.**—The Washington Monument (designed by Thomas Crawford), surmounted by a large equestrian statue, is northwest of the Capitol. It is one of the most beautiful monuments in the country. On pedestals below the statue of Washington are statues of Thomas Jefferson, Patrick Henry, George Mason, John Marshall, Andrew Lewis, and Thomas Nelson, and a number of allegorical groups. A fine bronze statue of Stonewall Jackson, by Foley (presented to the State by an association of English gentlemen), stands near the Capitol.

The Governor's House, in the northeast corner of Capitol square.

The Jeff Davis Mansion, the "White House" of the Confederacy, now the Central Public School, corner of Clay and Twelfth streets.

General Lee's residence, No. 707 Franklin street, between Seventh and Eighth streets. The Lee Monument is also on Franklin street.

St. John's Episcopal Church, on Church Hill, corner Broad and Twenty-fourth streets. It was in this edifice that the Virginia convention met in 1775 to decide the action of the colony, an occasion that led to Patrick Henry's celebrated speech containing the words, "Give me liberty or give me death."

Monumental Church (upon the site of the old Richmond Theatre, destroyed by fire in 1811), Broad street, between Twelfth and College streets.

The Medical College, in rear of Monumental Church.

Old Stone House (the oldest edifice in Richmond), north side of Main street, between Nineteenth and Twentieth streets.

Post Office and Custom House, Main street, running back to Bank street between Tenth and Eleventh streets. Occupied during the war by the Treasury department of the Confederacy.

**MILITARY PRISONS.**—Libby Prison formerly stood at the corner of Carey and Twentieth streets. Castle Thunder, which formerly stood on the north side of Carey street, between Eighteenth and Nineteenth streets, was destroyed by fire a few years ago. Castle Lightning, on Lumpkin's Alley, between

Broad and Franklin and Mayo and Sixteenth streets, was a prison for slaves before the war. Belle Isle, in the James River, near the Tredegar Iron Works, was used as a prison camp at the time of the war.

**CEMETERIES.**—Hollywood is situated on the western outskirts of the city, and is one of the most picturesque burial-places in the country. There is a large granite monument in the form of a pyramid, which was erected in honor of 12,000 Confederate soldiers who lie buried here; and many distinguished sons of Virginia, including Presidents Monroe and Tyler, have also found here their last resting-places. In Oakwood, four miles east of the city, 17,000 Confederate soldiers are buried. The National Cemetery, which contains the graves of many thousands of Union soldiers, is about two miles from the city on the Williamsburg road.

Monday morning there will be an omnibus transfer from the hotel to the station of the Chesapeake & Ohio Railway, and at 9.00 A. M. we shall leave by said line for a journey up the James River Valley to the western section of the "Old Dominion." The distance to the Natural Bridge station is 181 miles, and all the way the railway winds through the picturesque valley. A station bearing the quaint name of "Maiden's Adventure," thirty miles from Richmond, brings to mind an incident of the last century. The daughter of a pioneer who lived on the site of Goochland Court House, a mile distant from here, learned that the Indians intended crossing the river, which at this point is very deep, to massacre a number of the settlers. She determined to give them warning. She was alone at the time, her father having gone over the river to visit the settlers. Braving everything, she plunged into the muddy and deep water, and, after a hard struggle, reached the south side. Barefooted, she walked through briar and thistle to carry the tidings. She accomplished her mission and saved the lives of many brave men. Ever since then this spot has been called Maiden's Adventure.

Lynchburg, 147 miles from Richmond, is a city of about 15,000 inhabitants. Like the capital of the Old Dominion, it is set upon a hill, or rather a group of hills. It

is an important railway centre and also a busy manufacturing point, sixty tobacco factories, two iron furnaces, and flouring mills being numbered among its industrial establishments. West of Lynchburg the valley contracts and the hills assume a more rugged aspect. The river breaks through the Blue Ridge at Balcony Falls, three miles east of the Natural Bridge station. Beside the river for much of the way is the old dismantled James River and Kanawha Canal. There will be a short stage ride to the Natural Bridge Hotels, where we are to remain until Tuesday afternoon.

The Natural Bridge certainly deserves to be classed among the greatest wonders of our country, and yet it is one of which northern tourists know but little, except from the pictures in their old geographies. The bridge itself is a stupendous arch of limestone, spanning a deep cañon through which flow the waters of Cedar Creek. A road passes over it, and the traveler might cross the bridge many times without being aware of the fact that a stream rolls beneath him under a gigantic archway. The span is about sixty feet, and the height of the bridge above the water  $215\frac{1}{4}$  feet. The arch is forty-nine feet thick in one place and thirty-seven feet in another. The best plan is to first view the wonder from the parapet above — a point near Pulpit Rock furnishing the best means of this — and then go down through the park to the level of the stream. Descending by a steep path beside a series of pretty cascades, the visitor will notice, about a third of the way down, some gigantic arbor vitæ trees, one of which, with a circumference of eighteen feet, and estimated to have been 1,500 years old, fell a few years ago. Reaching nearly the bottom of the ravine, a sudden turn in the path reveals the gigantic arch in all its majesty. The height is so great that the trees appear scarcely more than shrubs, while human beings are dwarfed to pigmies. This vast wonder impresses the beholder more and more, the longer he gazes upon its grand proportions, in the same manner that Niagara, the Yosemite Falls, the Cañon of

the Yellowstone, and the Grand Cañon of the Colorado grow in grandeur. A pathway leads under and through the bridge, and it is a curious study to watch the changed aspects of the arch from different standpoints. There are of course many tales of strange adventure connected with the locality. The partly obliterated letters "G. W." are seen upon the face of the wall, where George Washington himself carved them when he was on a surveying expedition for Lord Fairfax. Hundreds of other names also appear, many of them being in still loftier niches. Directly overhead, on the highest part of the arch, and formed by a discoloration of the rock, is a gigantic spread eagle, and underneath is a very fair representation of a crouching lion. The French engineers who made the first surveys and measurements of the bridge, toward the close of the Revolutionary War, observed the picture of the eagle with wonder, and in their printed report drew from it a happy augury for the success of America. A grand effect is produced by illuminating the bridge. A spectacle of this nature has been arranged for the evening of our visit. A ramble through the glen above the bridge is very delightful. An excellent path leads up between the great rock walls about two miles to Lace Water Falls; and on the way are Saltpetre Cave — where in the 1812 war, and again in the war of the Rebellion, nitre was obtained for use in manufacturing powder — and the Lost River, a subterranean stream of pure, cold water, which has been reached by blasting a low archway in the cañon walls. There is everywhere a great profusion of vegetation, and among the trees are many varieties strange to northern eyes. The tract of land embracing the bridge was once owned by Thomas Jefferson. It is now included in a princely estate recently purchased from Colonel H. C. Larsons by a New England syndicate. Roadways for ten miles or more have been built; but, beyond making the various points of interest accessible to the lovers of nature, not a tree, shrub, or flower has been displaced. The rules for their preserva-



tion are quite strict, but every visitor will cheerfully observe them, if he desires to see perpetuated one of the grandest natural parks in America. In a single day a party of botanists collected and classified forty-two varieties of wild flowers in the glen — more than they had found during the entire winter in Florida. Among the pleasant drives which may be taken in the vicinity is one to the summit of Mount Jefferson. The Natural Bridge itself is in the mountains some 1,600 feet above the sea-level, and this added height gives a magnificent prospect of the surrounding mountains and many distant peaks.

The Natural Bridge Hotels, where the party will make its headquarters, comprise four principal buildings: viz., Forest Inn, the Appledore, the Pavilion, and Bachelors' Lodge, with several cottages.

Leaving the Natural Bridge by stage Tuesday after dinner, the party will be conveyed to the station of the Shenandoah & Roanoke Division of the Norfolk & Western Railroad, where cars will be taken for the Grottoes of the Shenandoah, or Shendun, as the place has lately been designated. The route northward is through a picturesque mountain region. The road follows a fork of the James River thirteen miles to Loch Laird. At Natural Bridge station we are 760 feet above the sea; and at Lofton, thirty-six miles north, the divide between the watersheds of the James and the Shenandoah, where the road crosses a spur of the Blue Ridge, the elevation is 1,785 feet. From this point we descend to the South Fork of the Shenandoah, upon which both Shendun and Luray are situated, passing through Basic City and several other places of importance. The Grottoes of the Shenandoah comprise several remarkable caverns, the chief of which is Weyer Cave. The place is situated seventy miles north of Natural Bridge and forty miles south of Luray. The train will reach there at 8.00 P. M., and we shall pass the night at the Grottoes Hotel, which is admirably kept by Mr. A. D. Wright.



Early Wednesday morning we shall visit Weyer's Cave, which is reached by a pleasant walk leading across the South Branch of the Shenandoah to the wooded heights beyond. The cave has more than a mile of halls, chambers, and passages, all magnificently and wonderfully adorned by stalactites and stalagmites of all sizes, and of almost every conceivable form. The work of embellishing this wonderful temple has been going on for ages, and there is not an inch of space on walls or ceiling that is not marvelously beautiful. Among the special points of interest shown to visitors are the noble Washington Hall, over 240 feet long and sixty feet high, the Cathedral, Ball Room, the Statue, the magnificent Solomon's Temple, Giant Oyster, Tower of Babel (a massive stalagmite over fifty feet in circumference), the Leaning Tower of Pisa, the superb Bridal Veil, the glittering Diamond Cascade, and the Garden of Eden. There are great curtains of drapery, which in many places depend in graceful folds. Fringes of pure white adorn salmon and pink hangings, and Nature has exercised most delicate fancy in all her adornments. The visitor may readily imagine himself to be in some enchanted palace where everything has been turned to marble, and he looks around stealthily in search of the knights and ladies who may have been dwellers there. Electric lights have been introduced throughout the cave, and the walks, wholly of stone or concrete, are dry and entirely safe. No change of costume is needed for the excursion, which may readily be made in an hour and a half.

Leaving the Grottoes station at 10.36 A. M., we shall reach Luray about noon. The charming Luray Inn, which will be made our abiding-place until Thursday morning, is a large and picturesque structure, situated upon a hill near the railroad, with a magnificent outlook upon the town, the valley, and the mountains. "Stony Man," one of the loftiest peaks of the Blue Ridge, is a few miles east of Luray, and the long crest of Massanutten Mountain, which divides the great valley of Virginia, forms a giant

wall in the west. The hotel has recently been enlarged, and now has accommodations for 300 guests. Wednesday will be devoted to the wonderful caverns, which are situated in a limestone hill near the Newmarket Pike, a little over a mile west of the hotel. Carriages will convey the party to the entrance.

The subterranean explorations will be made in little parties of convenient size, under the direction of experienced and careful guides. No change of dress is needed to enter the caves, but stout walking-boots or rubber shoes should be worn. Wraps should be discarded while walking about within the caverns, and had best be left at the entrance, as the temperature is uniformly at 56 degrees, Fahrenheit, and extra clothing is likely to cause discomfort. The interior is illuminated by electric lights, and the pathways have been made entirely safe. It was no longer ago than 1878 that the caverns were discovered; and Messrs. A. J. and W. B. Campbell, who were the first to enter, are now the superintendent and chief of guides respectively. It is impossible to give any adequate description of the wondrous sights unfolded to the vision of the visitor. Leaving the outer world and descending the stairway from the cave-house, he plunges at once into scenes which rival in fantastic beauty and splendor the fairy creations of the "Arabian Nights." A short walk brings one to Entrance Hall, an irregularly shaped room, thirty-five feet high and nearly 200 feet in diameter. One of the first objects to attract attention is Washington's column, a fluted, massive stalagmite, about twenty feet in diameter and thirty feet high. Beautiful stalactites depend on every side. But this is only the vestibule of Stalacta's realm. The adornments of the cave, composed of lime-carbonate in the forms of stalactites, stalagmites, helictites, calcareous tufa, travertine, cave pearls, crystals, etc., are very profuse; and the most beautiful forms spring into being from the darkness on every side. At every turn queer shapes present themselves, grotesquely copying the forms of the outer world. Three

avenues lead from Entrance Hall. The main one leads to the vegetable garden and the fish market. The former is a space enclosed by a natural stalagmite border, and containing many bulb-shaped stalagmites resembling vegetable forms; and the latter presents on the side of a projecting wall hundreds of stalactites, imitating with wonderful vividness the appearance of rows of fish exposed for sale.

The Elfin Ramble is a low, open chamber, 600 feet long and 300 feet broad. In one part it is crossed by Pluto's Chasm, a rift 500 feet long, 75 feet deep, and from 10 to 50 feet wide. The bottom of the chasm may be reached, and a fine view of the Spectre, a tall snow-white figure, is thus gained. Near by is Proserpine's Column. The Grotto of Oberon, the Bridal Chamber, Giant's Hall, the Cathedral, Hades, and the Round Room are beyond Pluto's Chasm on the one hand, and the Ball-room, Collins's Grotto, and Campbell's Hall on the other. These several departments contain innumerable objects of fantastic shape, and everywhere the walls and ceilings are flecked with the most beautiful formations. Among the objects of special interest are Titania's Veil, Diana's Bath, Frozen Fountain, Saracen's Tent, Fallen Column, Angel's Wing, Angel's Harp, Wet Blanket, Organ, Throne, Tower of Babel, Queen's Scarf, Lake Lee, Castles on the Rhine, Chapman's Lake, Henry-Baird Column, Frozen Cascade, and Chalcedony Cascade. The Fallen Column is a prostrate pillar 21 feet in length, and estimated to weigh 170 tons. Professor Porter, of Lafayette College, quotes a brother scientist as having said that this column was 7,000,000 of years in forming, and that it fell 4,000 years ago. Many of the objects, however, are of comparatively recent formation. It is estimated that under exceptionally favorable conditions a column one foot in diameter might be formed in 240 years. Words cannot picture the gorgeous splendors of this under-world as they are set forth in all their wonderful imagery under the glow of electric lights. Nature has been

lavish of her adornment of this subterranean palace, covering walls and ceilings with delicate, lace-like tracery and deft carvings. Illumined by strong electric rays, the wondrous beauty of all these strange creations is greatly heightened. The surfaces are varied in tint as well as in form, and the effect is bewilderingly magnificent.

Leaving Luray Thursday morning, we shall proceed northward on the Norfolk & Western line as far as Shenandoah Junction, where we change to the Baltimore & Ohio Railroad for the farther ride to Washington. We descend the valley of the South Fork of the Shenandoah to the main stream, which we cross at Riverton. It was near here that the battle of Front Royal, the first engagement of "Stonewall" Jackson's celebrated valley campaign, was fought. The station of White Post took its name from a post still to be seen, that was planted in colonial days to indicate the road to Greenaway Court, the residence of Thomas, the sixth Lord Fairfax. We cross the State line, from Virginia into West Virginia, just south of Ripon. Charlestown, the county seat of Jefferson county, is the first place of importance reached in the latter State. This town was so named in honor of Charles Washington, a younger brother of the general. Another brother, Samuel Washington, also resided near here. It was here, too, that John Brown was tried, convicted, and executed. The Court House may be seen east of the railroad.

Harper's Ferry is only a few miles east of Shenandoah Junction. The Potomac here seems to have forced its way through the Blue Ridge, and bold, lofty cliffs rise on either side. Bolivar Heights, which lie above the village; Loudon Heights, across the Shenandoah; and Maryland Heights, on the opposite shore of the Potomac, were occupied by forts and fieldworks during the war. These battle-mounds still remain and mark the scenes of severe fighting. The great national arsenal, which was formerly in operation here, has been replaced by a new one at Rock Island, Ill. It

was this establishment that was captured by John Brown and his twenty comrades, Oct. 16, 1859. "John Brown's Fort," as the old engine-house which formed their citadel is called, is seen from the cars, being quite near the station. At the beginning of the war of the Rebellion the arsenal was destroyed to prevent its contents — 15,000 muskets and the costly aids to manufacture more — from falling into the hands of the Confederates. Harper's Ferry was occupied alternately by the national and the insurgent armies, and was always the scene of great strife. At one time nearly 12,000 Federal troops were taken prisoners. The battle of South Mountain (Sept. 14, 1862) took place about five miles from Harper's Ferry.

Resuming our journey over the Baltimore & Ohio Railroad, we proceed fifty-five miles farther, to Washington. The railroad crosses the Potomac at Harper's Ferry on a splendid iron bridge, and continues along the north bank to Point of Rocks from whence it strikes across the centre of Montgomery county, Maryland, and through Rockville, the county seat, which is the chief place of importance on the Metropolitan Branch.

Washington will be reached shortly after 2.00 P. M., and there will be an omnibus transfer to the Ebbitt House. This hotel is at the corner of Fourteenth street and F street. Our stay in Washington will extend from Thursday afternoon until Monday morning. There will be a carriage ride Friday forenoon, to facilitate sight-seeing; and in the course of a three hours' round visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, with their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office and Patent Office.

Washington has improved very greatly in appearance within the last decade, and is gradually becoming one of the most beautiful capitals in the world. It has a population of 238,160, and is the fourteenth city of the United States in point of size. Our visit will occur at a time when it is very attractive to tourists. Visitors should ascend the Capitol dome or stand at the east front of that building, in order to study the magnificent plan of the city. Pennsylvania avenue, the principal thoroughfare, is about four and a half miles in length, but is twice broken—by the Capitol and again by the President's mansion. Massachusetts avenue is of the same length and unbroken. On its line are the finest circles and squares, and many of the most costly residences. The street system is entirely distinct from that of the avenues, which generally intersect the streets diagonally. The city is divided into four sections, denominated respectively Northeast, Northwest, Southeast, and Southwest, the Capitol forming the centre. The limits of the several sections are as follows: *Northeast*—East of North Capitol street and north of East Capitol street. *Northwest*—West of North Capitol street and north of the Mall, or Government Reservation No. 2. *Southeast*—East of South Capitol street and south of East Capitol street. *Southwest*—West of South Capitol street and south of the Mall, or Government Reservation No. 2. The streets extending east and west are lettered, and those running north and south are numbered. The buildings are numbered upon the Philadelphia plan of an added hundred for each succeeding square or block. As the numbered and lettered thoroughfares are repeated in every instance where space permits, it is customary, in defining the location of any residence or point of interest, to add the initials of the proper section to the street designation, or, at least, the street divisions—E. or W. with the numbered and N. or S. with the lettered thoroughfares. An exception to this rule is the northwest section, which contains the main portion of the city. Where



no initials are used, the northwest section is always implied. In directing letters to the hotel at which our party will stop, for example, no further designation than the name of the house and "Washington, D. C.," is necessary, since it is situated in the northwest quarter of the city.

For full and comprehensive accounts of the various places of interest in and about the capital, see *Keim's Illustrated Handbook of Washington and its Environs* (price 75 cents); *Morrison's Strangers' Guide for Washington City* (price 25 cents); or *Roose's Companion and Guide to Washington and Vicinity* (price 25 and 50 cents, according to the style of binding).

The following are among the leading points of interest in Washington and its vicinity:—

The Capitol (upon Capitol Hill, and facing Pennsylvania avenue), with its many embellishments and works of art, and containing the two Houses of Congress and the Congressional Library. The Capitol is open every day except Sunday. The library is open from 9.00 A. M. until 4.00 P. M., and during the sessions of Congress until the hour of adjournment. The Senate Chamber is in the north wing, and the Hall of Representatives in the south wing. The National Hall of Statuary is between the Rotunda and the Hall of Representatives, and the Supreme Court on the opposite side of the Rotunda. The library is directly west of the Rotunda. A new and commodious building for the National Library is in course of construction.

The Executive Mansion, or White House, the official residence of the president of the United States, Pennsylvania avenue, between Fifteenth and Seventeenth streets. The east room is open daily, except Sundays, from 10.00 A. M. until 3.00 P. M.; the private parlors are open to view only by special permission.

Treasury Department, east of the president's house, and on the line of Fifteenth street. Open daily, except Sundays, from 9.00 A. M. until 2.00 P. M.

State, War, and Navy Departments, Seventeenth street, near the president's house. The Department of State occupies the south pavilion of the imposing edifice, and is open daily, except Sundays, from 9.30 A. M. until 2.30 P. M. Thursdays are devoted exclusively to the Diplomatic Corps, and Saturdays, during sessions of Congress, to members. Both the War and Navy Departments are open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Interior Department (including the Patent Office), between Seventh and Ninth streets and F and G streets. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M. The Museum of Models is of vast extent, and contains many objects of interest.



Post Office Department, between Seventh and Eighth streets and F and G streets (near the Patent Office). Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M. The City Post Office is on Louisiana avenue, south side, near Pennsylvania avenue and Seventh street.

Agricultural Department, occupying that portion of the Mall lying between Twelfth and Fourteenth streets, with an entrance to the grounds on Thirteenth street, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Smithsonian Institution and National Museum, two large edifices in the southeast portion of the Mall, the museum collection being under the charge of the Smithsonian Institution. Open daily, except Sundays, from 9.00 A. M. to 4.00 P. M. Entrance to the grounds at Seventh and Tenth streets, or from the grounds of the Agricultural Department.

Corcoran Gallery of Art, corner of Pennsylvania avenue and Seventeenth street, a costly and very valuable collection of statuary, paintings, bronzes, and antiquities, founded by W. W. Corcoran. Open from 10.00 A. M. until 4.00 P. M. Tuesdays, Thursdays, and Saturdays, free; Mondays, Wednesdays, and Fridays, 25 cents admission.

Botanical Gardens, directly west of the Capitol, and extending from First to Third streets, and from Pennsylvania avenue to Maryland avenue. Open daily from 8.00 A. M. until 5.00 P. M.

Washington National Monument, near the river at Fifteenth street, and but a short distance from the grounds of the Department of Agriculture. The monument was completed Dec. 6, 1884, to its full height of 555 feet, and now stands the most elevated work constructed by human hands in the world, with the exception of the Eiffel Tower, in Paris. The flag upon its top floats at the height of 600 feet. The corner-stone was laid July 4, 1848. Visitors are taken to the top of the monument in an elevator without charge. The elevator runs until 5.00 P. M.

The new Pension Building, in Judiciary square. This structure is 400 feet long and 200 feet in breadth.

Arsenal, at the southern extremity of the city, at the foot of Four and One Half street, W. Open daily, except Sundays, from sunrise until sunset.

Marine Barracks, Eighth street, E., between G and I streets, S., near the Navy Yard. Open daily, except Sundays, from 9.00 A. M. until sunset.

Naval Observatory, E street, N., near the river, and opposite head of Twenty-fifth street, W. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Signal Office, G street, west of the War Department, with entrance for visitors at No. 1,719 G street. Open daily, except Sundays, from 12.00 M. until 3.00 P. M.

District Court House, formerly City Hall, Judiciary square, and fronting Four and One Half street, at the intersection of Louisiana and Indiana avenues.

Ordnance Museum, in Winder's building, corner of F and Seventeenth streets, opposite the Navy Department. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Fish Commission Building, corner Sixth and B streets.

Army Medical Museum in the Medical Library Building, Seventh and B streets, near the National Museum. Open daily, except Sundays, from 9.00 A. M. until 4.00 P. M.

Government Printing-office, corner H and North Capitol streets. Open daily, except Sundays, from 8.00 A. M. until 5.00 P. M.

Bureau of Engraving and Printing (belonging to the Treasury Department), corner of Fourteenth and B streets. Open from 9.30 A. M. until 2.00 P. M., except on Sundays. Passes may be obtained by application to the officer at the main entrance.

Bureau of Education, corner of G and Eighth streets. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Office of the United States Geological Survey, 1,330 F street, near the Ebbitt House.

Office of the United States Coast Survey, New Jersey avenue, south of Pennsylvania avenue.

Soldiers' Home, three miles north of the Capitol. Open daily, except Sundays, from 9.00 A. M. until sunset. The National Military Cemetery, where 5,424 soldiers are buried, is near the home.

Arlington House, once the home of George Washington Parke Custis (the adopted son of George Washington), and in later years the residence of General Robert E. Lee, on the Virginia side of the Potomac, upon Arlington Heights, opposite Georgetown, and about four miles from Washington. The National Cemetery surrounding the house is the resting-place of over 15,000 soldiers. Both Arlington House and the Cemetery are open daily, Sundays included.

## Statues.

*Northwest District.*—Mills' equestrian statue of George Washington, Washington Circle, Twenty-third street, intersection of Pennsylvania and New Hampshire avenues. Brown's equestrian statue of General Scott, Scott square, intersection of Massachusetts and Rhode Island avenues and Sixteenth street. Mills' equestrian statue of Jackson, Jackson square, in front of White House grounds. Robisso's equestrian statue of McPherson, McPherson square, intersection of Vermont avenue and Fifteenth street, between I and K streets. Ward's equestrian statue of General Thomas, Thomas Circle, or Circle of Victory, intersection of Massachusetts and Vermont avenues and Fourteenth street. Mrs. Ream Hoxie's statue of Admiral Farragut, Farragut square, intersection of Connecticut avenue and Seventeenth street, between I and K streets. Bailey's statue of General Rawlins, Rawlins square, New York avenue, between B and D and Eighteenth and Nineteenth streets (southwest of Department of State). Flannery's statue of Lincoln, on marble column, in front of District Court House, D and Four and One Half streets. Simmon's naval statue, or Monument of Peace, Pennsylvania avenue, at western base of Capitol Hill. Reitschel's statue of Martin Luther, intersection of Vermont avenue and Fourteenth street (in front of Memorial Lutheran Church).

*Northeast District.*—Brown's statue of General Nathaniel Greene, intersection of Massachusetts and Maryland avenues and Fifth street, E. Ball's Emancipation group, on Lincoln Park, East Capitol street and Twelfth street (one mile east of the Capitol). Greenough's colossal statue of Washington is in the east park, directly east of the Capitol portico. Statue of Chief Justice John Marshall, near the Capitol. Within the Capitol are many statues and paintings.

There are several fine fountains in the various parks of the city, the handsomest being the celebrated Bartholdi Fountain, in the Botanical Gardens.

## Churches.

A list of some of the prominent places of religious worship is given below. The usual hours for service are 10.30 or 11.00 A. M. and 7.00 or 8.00 P. M. The list is arranged alphabetically for convenience of reference : —

**BAPTIST.**—E street, N., between Sixth and Seventh, W. Calvary, corner H and Eighth streets, N. W.

**CHRISTIAN.**—Vermont avenue, above N street, N. W.

**CONGREGATIONAL.**—Corner Tenth and G streets, N. W.

**EPISCOPAL PROTESTANT.**—Ascension, corner Twelfth street and Massachusetts avenue, N. W. Epiphany, G street, between Thirteenth and Fourteenth, N. W. St. John's, corner Sixteenth and H streets, N. W.

**EPISCOPAL METHODIST.**—Foundry, corner G and Fourteenth streets, N. W. Metropolitan, corner Four and One Half and C streets, N. W.

**GERMAN REFORMED.**—First, corner Sixth and N streets, N. W. Services in German A. M. and in English P. M.

**HEBREW.**—Washington Hebrew Congregation, Eighth street, between H and I streets, N. W. Services Friday at 7.00 P. M. and Saturday at 9.00 A. M.

**LUTHERAN.**—Trinity, corner E and Fourth streets, N. W. Memorial, corner N and Fourteenth streets, N. W.

**PRESBYTERIAN.**—First, corner Indiana avenue and Twenty-first street, N. W. Fourth, Ninth street, between G and H streets, N. W. New York Avenue, New York avenue, between Thirteenth and Fourteenth streets, N. W.

**ROMAN CATHOLIC.**—St. Aloysius, corner of I and North Capitol streets. St. Dominic, corner Sixth and F Streets, S. W. St. Matthew, corner H and Fifteenth streets, N. W.

**UNITARIAN.**—All Souls', corner Fourteenth and L streets, N. W.

**UNIVERSALIST.**—Corner Thirteenth and L streets, N. W.

There are, in addition to the foregoing, many churches for colored people, including the Asbury (Methodist Episcopal), corner Eleventh and K streets, N. W.; St. Augustine (Roman Catholic) Fifteenth street, near L street, N. W.; Nineteenth Street (Baptist), corner Nineteenth and I streets, N. W.; Israel Bethel (Methodist), corner B and First streets, S. W.; and Ebenezer (Methodist), corner D and Fourth streets, S. E.

Monday morning, October 5, there will be an omnibus transfer from Willard's Hotel to the station of the Baltimore & Ohio Railroad, where the cars will be taken at 8.00 A. M. for New York *via* Baltimore, Wilmington, and Philadelphia. The route

from Baltimore northward is the same over which the party traveled in its outward journey. The fine new station of the Baltimore & Ohio road in Philadelphia (corner of Chestnut and Twenty-fourth streets) will be reached at 11.10 A. M., and there will be a halt here until 12.57 P. M., during which time dinner will be furnished in the station dining-rooms.

Leaving Philadelphia at 12.57, the train will proceed northward over the Bound Brook route, reaching Jersey City at 2.48 P. M., where there will be a transfer by annex boat to Pier 28, North River, New York, and the party will depart on board one of the magnificent steamers of the Fall River line. Stateroom berths and supper will be provided on board. The boat will reach Fall River at 4.45 the ensuing morning, and the train will leave the pier at 5.25 A. M. The Providence Division station of the Old Colony Railroad (Park square and Columbus avenue) will be reached at 6.50 A. M.

It is worthy of note that the party will pass through portions, at least, of nine different States in the course of its wanderings.

### ITINERARY.

**MONDAY, September 21.**—Leave Boston from the Old Colony Railroad station, Providence Division, Park square, at 5.10 P. M. On arrival at the station members of the party should check their baggage to Gettysburg *via* Fall River line, Bound Brook, Baltimore & Ohio, and Western Maryland roads. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River at 6.38; go on board one of the elegant steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

**TUESDAY, September 22.**—Arrive in New York (Pier 28, North River) at 7.00 A. M.; breakfast on board the Fall River line boat; transfer by annex boat to Central New Jersey station, Jersey City, and

leave, *via* the "Royal Blue" line, at 9.12 A. M. ; arrive at Baltimore (Camden station) 2.05 P. M. ; dinner at the station dining-rooms ; omnibus transfer from the Camden station to the Fulton station of the Western Maryland Railroad ; leave Baltimore by said line at 3.33 P. M. ; arrive at Gettysburg 6.17 P. M. ; to the Eagle Hotel.

WEDNESDAY, September 23.— Carriage ride over the battle-field in vehicles furnished by the Ziegler & Holtzworth stables, accompanied by Mr. Luther W. Minnigh, the well-known guide ; visits will be paid to the prominent points on the field, including Cemetery Hill, the National Cemetery, Culp's Hill, Spangler's Spring, the scene of Pickett's charge, the Peach Orchard, the Wheat Field, the Devil's Den, the Valley of Death, Little Round Top, etc. ; leave Gettysburg, *via* Western Maryland Railroad, at 6.17 P. M. ; arrive at Blue Mountain station, Md., 7.26 P. M. ; to Blue Mountain House.

THURSDAY, September 24.— At Blue Mountain House. Leave Blue Mountain, *via* Western Maryland Railroad, 2.40 P. M. ; arrive in Baltimore in time to connect with the Bay Line steamer ; omnibus transfer from the station to the dock ; supper and stateroom berths furnished.

FRIDAY, September 25.— Arrive at Old Point Comfort at 7.00 A. M. ; to the Hygeia Hotel, carriage ride, visiting the National Home for Disabled Volunteer Soldiers, the National Cemetery, Hampton Normal and Agricultural Institute, St. John's Church, Hampton, etc.

SATURDAY, September 26.— Leave Old Point Comfort at 8.10 A. M. *via* Chesapeake & Ohio Railway ; arrive at Richmond, Va., 11.20 A. M. ; omnibus transfer to Ford's Hotel ; carriage ride, visiting the tobacco factories and various points of interest in and about the city.

SUNDAY, September 27.— In Richmond.

MONDAY, September 28.— Omnibus transfer from the hotel to the station of the Chesapeake & Ohio Railway (James River Division), and at 9.00 A. M. leave Richmond by the said line ; dinner at Lynchburg ; arrive at Natural Bridge station 4.42 P. M. ; stage transfer from station to Natural Bridge Hotels.

The tickets will include admission to the Natural Bridge Park during the stay here, and there will be an illumination of the bridge and the cascades on the evening of arrival.

TUESDAY, September 29.— At Natural Bridge. Leave Natural Bridge Hotels by stage at 3.30 P. M., and Natural Bridge station, on the Shenandoah and Roanoke Division of the Norfolk & Western Railway system, at 5.16 P. M. ; arrive at the Grottoes of the Shenandoah 8.00 P. M. ; stay at the Grottoes Hotel.

WEDNESDAY, September 30.—Visit Weyer's Cave in the morning, and leave Grottoes station 10.36 A. M.; arrive at Luray 12.05; to the Luray Inn; carriage transfer from the Inn to the Luray Caverns, and after an inspection of the same, transfer back to the hotel.

THURSDAY, October 1.—Leave Luray *via* the Norfolk & Western Railroad (Shenandoah & Roanoke Division) at 7.10 A. M.; arrive at Shenandoah Junction 9.40 A. M.; and thence over Baltimore & Ohio Railroad, to Harper's Ferry, arriving at 10.14 A. M.; leave Harper's Ferry at 12.25 P. M.; arrive in Washington, D. C., at 2.05 P. M.; omnibus transfer to the Ebbitt House.

FRIDAY, October 2.—In Washington. Three hours' carriage ride, leaving the hotel at or before 10.00 A. M., visiting the public buildings, chief public statues, and other points of interest.

SATURDAY, October 3.—In Washington.

SUNDAY, October 4.—In Washington.

MONDAY, October 5.—Omnibus transfer from hotel to the Baltimore & Ohio Railway station, and leave Washington by said line at 8.00 A. M.; arrive in Philadelphia (Baltimore & Ohio station, Chestnut and Twenty-fourth streets) 11.10 A. M.; dinner at station dining-rooms; leave Philadelphia from the same station at 12.57 P. M.; arrive in Jersey City 2.48 P. M.; transfer by annex boat to Pier 28, North River, New York, and at 5.00 P. M. leave that city on one of the fine steamers of the Fall River line; supper and stateroom berths furnished.

TUESDAY, October 6.—Arrive at Fall River at 4.45 A. M.; leave Fall River by train at 5.25 A. M.; arrive in Boston (Providence Division station of the Old Colony Railroad, Park square and Columbus avenue) at 6.50 A. M.

The price of tickets for the excursion will be EIGHTY-FIVE DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; seats in Pullman palace cars from Jersey City to Baltimore, Richmond to Natural Bridge, Natural Bridge to the Grottoes and Luray, Luray to Washington, and Washington to Jersey City; hotel accommodations at Gettysburg, Blue Mountain House, Old Point Comfort, Richmond, Natural Bridge, the Grottoes of the Shenandoah, Luray, and

Washington ; meals and stateroom berths on the Fall River line and Bay line steamers ; incidental meals at Baltimore, Lynchburg, Philadelphia, etc. ; omnibus and stage transfers at Baltimore, Richmond, Natural Bridge, Luray, and Washington ; carriage rides at Gettysburg, Richmond, and Washington ; admission to the Natural Bridge Park, Weyer's Cave, and Luray Caverns ; all transfers, transportation and care of checked baggage ; service of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FIFTY DOLLARS.


The tickets will be good to return from Washington thirty days.

Tickets for the excursion must be taken on or before Friday, September 18.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**



# Autumn Excursion No. 22, 1891.

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Leaving Boston Tuesday, September 29, and Returning Tuesday, October 6.

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New York, Philadelphia, Baltimore,

## THE BATTLE-FIELD OF GETTYSBURG,

Across the Blue Ridge, Hagerstown, Md., Harper's Ferry and WASHINGTON,  
D. C. A Week's Tour through Pennsylvania, Maryland, West Virginia,  
etc., with an Incidental Visit to America's Greatest Battle-  
Ground, and to the National Capital.

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Price of Tickets (all Traveling Expenses Included)     -     -     -     \$40.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$25.00.

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To meet a popular demand for a short trip to Gettysburg and Washington, we have arranged a special tour for the early part of October. The time chosen is one of the best in the year for comfortable traveling, and one, too, in which the forests of New England and the Middle States assume their most gorgeous tints. The routes chosen are full of picturesque interest, and the boat and railway journeys, no less than the places where sojourns are to be made, will be sources of pleasure to the tourist.

The heart of every patriotic American will thrill at the mention of Gettysburg. It was there that one of the severest struggles of the War of the Rebellion took place.

Two enormous bodies of troops—nearly as many as fought at Waterloo—were pitted against each other, and for three days the battle raged. The first day the Confederates gained an advantage. The second day ended with a forewarning of disaster to their cause, and the third day brought a glorious victory for the Union arms. As Waterloo checked the power of Napoleon, Gettysburg proved a crushing blow to the hopes and ambitions of the Rebellion. The fall of Vicksburg and Port Hudson soon followed, both of them important events, but from the driving back of the invaders from Gettysburg dated the breaking down of the Confederacy.

In no battle-field in any part of the world has more been done to mark the events of the conflict in permanent memorials. The regiments of the different States that took part in the great battle have erected many monuments marking their important positions. A Battle-field Memorial Association has been formed to preserve the grounds; and avenues (named after prominent generals who were engaged in the fight) have been opened, making the various positions accessible. Massachusetts had a large number of regiments in the battle, and there are many costly and beautiful monuments to their bravery. Other New England States are also gloriously represented. With so many monuments indicating the important points in the battle, and under the escort of guides who can explain the movements of the troops, a visit to Gettysburg battle-field becomes intensely interesting. A glowing page in our country's history may be scanned intelligently.

A visit to the Nation's capital is a fitting supplement to the tour of Gettysburg battle-field. The seizure of Washington was one of the events that might speedily have followed defeat at Gettysburg. The pathway we shall traverse from one to the other has purposely been made devious. It marks other important events of the war, and at the same time is over routes of great picturesque interest. Hagerstown, in

Maryland, which played an important part in the great conflict, will be seen after an interesting railway ride over the Blue Ridge. Harper's Ferry, in West Virginia, a romantic place upon which the heights of three different States look down, and where the shifting tide of victory and defeat led to many changes of occupancy, is another place which will receive attention.

While the visit to Washington will be brief, much may be accomplished in a systematic course of sight-seeing; and as an aid in that direction there will be a carriage ride, in the course of which visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, with their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office and Patent Office. The ride is intended to give strangers a general view of the city and its chief public buildings, monuments, avenues, and other objects of interest; the fuller inspection of the Capitol, department buildings, etc., being left for a subsequent visit, if more time is desired than the ride offers. In the disposal of their time, generally, the visitors will be left to their individual preferences, the suggestions and services of the conductors in charge of the party being at all times available, however, in aid of those who desire special direction or information. Sight-seeing will not be prosecuted by the excursionists in a body, but by little parties who make up their day's programme in accordance with their own tastes. Much can be accomplished by intelligent action in this connection. A full list of the public buildings and other points of interest in Washington will be found in connection with our account of Excursion No. 20, and we shall therefore refrain from giving it here.

The party will leave Boston Tuesday, September 29, starting from the Park square, or Providence Division, station of the Old Colony Railroad at 5.10 P. M., and proceed to New York from Fall River, on one of the magnificent steamers of the Fall River line, reaching that city Wednesday morning. Crossing to Jersey City by annex steamer, a train on the "Royal Blue" line will be taken at 9.12 A. M. This line and the Baltimore & Ohio Railroad now form a direct and expeditious route to Baltimore, Washington, and to the South and West. Trains are run without change, and in every particular the line is one of the best in the country.

Baltimore will be reached in the early afternoon, and there will be a farther railway ride from that city to Gettysburg. The Eagle Hotel, in that town, will be made the sojourning-place of the party until Friday morning. Thursday will be devoted to an inspection of the battle-field. Carriages will be furnished by the Ziegler & Holtzworth stables for an extended round, and the party will be accompanied by a competent guide, who will explain the positions of the contending armies and describe the salient events of the conflict.

Leaving Gettysburg Friday morning, there will be a picturesque journey over the new branch of the Western Maryland *via* Monterey Gap, Highfield, Pen-Mar, and Blue Mountain to Hagerstown. This is a delightful journey, the road climbing the Blue Ridge and descending on the western slope, and commanding on both sides a succession of superb valley views. Several hours will be spent at Hagerstown, and there will therefore be an opportunity to see something of this quaint old town. Leaving Hagerstown by the Washington County Branch of the Baltimore & Ohio Railroad, there will be a ride of twenty-four miles to Weverton, and of two miles from thence up the main line to Harper's Ferry, where several hours will be passed. As the ruins of the Arsenal and John Brown's famous fort are quite near the station, they can easily

be visited. A visit can also be made to Jefferson's Rock, by taking a path which leads up through the village in rear of the Catholic church. This point affords a fine view of the lower Shenandoah Valley, and of a section of the Potomac Valley — the hill-top above giving a still better view of the latter. Bolivar Heights rise above the village, Loudon Heights across the Shenandoah in Virginia, and Maryland Heights on the Maryland shore of the Potomac. Jefferson wrote of the view: "The scene is worth a journey across the Atlantic; yet here, as in the neighborhood of the Natural Bridge, are people who have passed their lives within a dozen miles, and have never been to survey these monuments of a war between rivers and mountains which must have shaken the earth itself to its centre." In the floods of 1889 much havoc was done there by high water in the vicinity of Harper's Ferry, and John Brown's Fort narrowly escaped being washed away.

The railroad crosses the Potomac at Harper's Ferry on a splendid iron bridge, and continues along the north bank to Point of Rocks, from whence it crosses the centre of Montgomery county, Maryland, on its way to Washington.

Washington will be reached Friday evening, and there will be an omnibus transfer to the Ebbitt House, which is centrally located on the corner of Fourteenth and F streets, quite near the Treasury Building, the president's house, and the Washington Monument, and within easy access by horse-car lines of the Capitol and every other section of the city.

Leaving Washington Monday morning by the Baltimore & Ohio Railroad, the party will journey through to New York, with a halt of nearly two hours in Philadelphia for dinner. Arriving in Jersey City, there will be a transfer by annex boat to Pier 28, North River, New York, from whence one of the fine steamers of the Fall River line will leave at 5.00 P. M.

Boston will be reached Tuesday morning, October 6.

## ITINERARY.

**TUESDAY, September 29.**— Leave Boston from the Old Colony Railroad station, Providence Division, Park square, at 5.10 P. M. On arrival at the station members of the party should check their baggage to Gettysburg *via* the Baltimore & Ohio and Western Maryland roads. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 6.38 P. M.; go on board one of the elegant steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River at 7.30 P. M.

**WEDNESDAY, September 30.**— Arrive in New York (Pier No. 28, North River) at 7.00 A. M.; breakfast on board the Fall River line steamer; transfer by annex boat to the Central New Jersey station, Jersey City, and leave at 9.12 A. M. *via* the new Bound Brook and Baltimore & Ohio through line; arrive in Baltimore (Camden station) at 2.05 P. M.; dinner at the station dining-rooms; omnibus transfer to the Fulton station of the Western Maryland Railroad, and leave Baltimore by said line at 3.33 P. M.; arrive at Gettysburg, Pa., at 6.17 P. M.; to the Eagle Hotel.

**THURSDAY, October 1.**— At Gettysburg. Ride over the battle-field in carriages furnished by Ziegler & Holtzworth stables, accompanied by Mr. Luther W. Minnigh, the well-known guide, visiting all the principal points of interest, including Cemetery Hill, the National Cemetery, Culp's Hill, Spangler's Spring, the scene of Pickett's charge, the Peach Orchard, the Wheat Field, the Devil's Den, the Valley of Death, Little Round Top, etc.

**FRIDAY, October 2.**— At Gettysburg. Leave, *via* Western Maryland Railroad, at 10.22 A. M.; arrive at Hagerstown 12.15 P. M.; dinner at the Hotel Hamilton; leave Hagerstown, *via* Washington County Branch of Baltimore & Ohio Railroad, at 3.10 P. M.; arrive at Weyerton at 4.10 and at Harper's Ferry, W. Va., at 4.59 P. M.; leave Harper's Ferry at 6.30 P. M.; arrive in Washington, D. C., 8.45 P. M.; omnibus transfer to Willard's Hotel.

**SATURDAY, October 3.**— In Washington. Three hours' carriage drive, leaving the hotel at or before 10.00 A. M., and visiting the public buildings, chief public statues, and other points of interest.

**SUNDAY, October 4.**— In Washington.

**MONDAY, October 5.**— Omnibus transfer from Willard's to the station of the Baltimore & Ohio Railroad, and leave Washington at 8.00 A. M.; arrive in Philadelphia (Baltimore & Ohio station, Chestnut

and Twenty-fourth streets) at 11.10 A. M.; dinner at station dining-rooms; leave Philadelphia from same station at 12.57 P. M.; arrive at Jersey City at 2.58 P. M.; transfer by annex boat to Pier No. 28, North River, New York, and at 5.00 P. M. leave New York on one of the steamers of the Fall River line; supper and stateroom berths furnished.

**TUESDAY, October 6.**— Arrive at Fall River 4.45 A. M.; leave Fall River at 5.25 A. M.; arrive in Boston (Providence Division station of Old Colony Railroad, in Park square and Columbus avenue) at 6.50 A. M.

The price of tickets for this excursion will be FORTY DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; seats in drawing-room cars from Jersey City to Baltimore, Gettysburg to Washington, and Washington to Jersey City; hotel accommodations and incidental meals in Baltimore, Gettysburg, Hagerstown, Washington, and Philadelphia; meals and stateroom berths on the steamer of the Fall River line going and returning; ferry transfers between New York and Jersey City; omnibus transfers in Baltimore, Hagerstown, and Washington; carriage rides in Gettysburg and Washington; all transfers, transportation, and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY-FIVE DOLLARS.


The tickets will be good to return from Washington thirty days.

Tickets for this excursion must be taken on or before Saturday, September 26, three days in advance of the date of leaving Boston.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**



## DRAWING-ROOM CARS.

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IN many of our summer excursions drawing-room cars will be used; and, where these are not required (as in the case of some of the short routes), special cars, invariably first-class, will be furnished. On some of the lines these will be similar to cars of the drawing-room pattern, with toilet conveniences for both ladies and gentlemen.

The following is a list of the tours in which drawing-room cars will be brought into requisition :—

*Excursion No. 1.*—From Portsmouth to Mount Desert Ferry, Me.; from Mount Desert Ferry to St. Andrews, N. B.; from Greenville, Me., to Old Orchard Beach; and Old Orchard Beach to Boston. Canadian Pacific sleeping cars will be used from St. Andrews to Greenville.

*Excursion No. 2.*—From Boston to North Conway, N. H.

*Excursion No. 3.*—From Boston to the Crawford House and Fabyan's, and thence to Montreal.

*Excursion No. 4.*—From Boston to the Crawford House and Fabyan's, thence to Montreal. Monarch palace sleeping and drawing-room cars will be used from Quebec to Roberval, Lake St. John, and return to Quebec.

*Excursion No. 7.*—From the Crawford House to Boston.

*Excursion No. 8.*—From Burlington, Vt., to Boston.

*Excursion No. 9.*—From Albany to Trenton Falls, thence to Clayton; and Newport, Vt., to Boston.

*Excursion No. 10.*—From Burlington, Vt., to Montreal; and Newport, Vt., to Boston.

*Excursion No. 11.*—From Boston to Saratoga; and Crawford House to Boston.

*Excursion No. 12.*—From Boston to Albany; Albany to Trenton Falls, thence to Clayton; and Newport, Vt., to Boston.

*Excursion No. 13.*—From Boston to Saratoga; Burlington, Vt., to Montreal; and Newport, Vt., to Boston.

*Excursion No. 15.*—From Niagara Falls to Clayton.

*Excursion No. 16.*—From Boston to Westport, N. Y.; and Burlington, Vt., to Boston.

*Excursion No. 18.*—From Boston to Saratoga.

*Excursion No. 20.*—From Jersey City to Baltimore; Richmond, Va., to Natural Bridge; Natural Bridge to Grottoes of the Shenandoah and Luray; Luray to Washington; and Washington to Jersey City.

*Excursion No. 22.*—From Jersey City to Baltimore; Gettysburg to Washington; and Washington to Jersey City.

## LIST OF HOTELS TO BE VISITED IN THE AUTUMN TOURS.

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ADIRONDACK MOUNTAINS, N. Y.—Adirondack Lodge, Henry van Høevenbergh, proprietor; Cascade House, Messrs. Weston & Weston, proprietors, Cascadeville; Windsor Hotel, Orlando Kellogg, proprietor, Elizabethtown; Grand View House, Henry Allen, proprietor, and the Mirror Lake Hotel, Lake Placid Hotel Company, proprietors, and Charles E. Martin, manager.

ALBANY, N. Y.—The Kenmore, H. J. Rockwell, proprietor, F. W. Rockwell, manager.

ALEXANDRIA BAY, N. Y.—The Thousand Islands House, I. B. Wistar, manager.

BAR HARBOR, MOUNT DESERT, ME.—West End Hotel, O. M. Shaw & Sons, proprietors.

BLUE MOUNTAIN, MD.—Blue Mountain House, James P. Shannon, manager.

BURLINGTON, VT.—American and Van Ness Houses, L. S. Drew, manager.

CATSKILL MOUNTAINS, N. Y.—Catskill Mountain House, Catskill Mountain House Company, proprietors; Grand Hotel, J. & S. J. Cornell, proprietors.

COOPERSTOWN, N. Y.—Cooper House, S. E. Crittenden, proprietor.

GETTYSBURG, PA.—Eagle Hotel, H. Yingling, proprietor.

GROTTOES OF THE SHENANDOAH, VA.—Grottoes Hotel, A. D. Wright, proprietor.

HAGERSTOWN, MD.—Hotel Hamilton, Charles Webb, of J., proprietor.

ISLES OF SHOALS, N. H.—The Oceanic, O. L. Frisbee, proprietor.

LURAY, VA.—Luray Inn, F. W. Evans, lessee and manager.

MAUCH CHUNK, PA.—Mansion House, J. S. Keiser & Son, proprietors.)

MONTREAL, P. Q.—The Windsor, George W. Swett, manager.

MOOSEHEAD LAKE, ME.—Mount Kineo House, O. A. Dennen, manager.

NATURAL BRIDGE, VA.—Forest Inn, The Appledore, The Pavilion, and Bachelors' Lodge, B. W. Klipstein, manager.

NEWPORT, VT.—Memphremagog House, W. H. Witt, manager.

NIAGARA FALLS, N. Y.—Cataract House, John E. Devereaux, manager; and International Hotel, Uriah Welch, lessee and manager.

NORTH CONWAY, N. H.—Kearsarge House, Messrs. Porter & Taylor, managers.

OLD ORCHARD BEACH, ME.—Hotel Fiske, C. H. Fiske, proprietor; Old Orchard Hotel, E. C. Staples, proprietor; and Sea-shore House, F. G. Staples, proprietor.

OLD POINT COMFORT, VA.—Hygeia Hotel, F. N. Pike, manager.

PLYMOUTH, N. H.—Pemigewasset House, C. M. Morse, manager.

QUEBEC, P. Q.—St. Louis Hotel and Russell House, Chateau St. Louis Hotel Company, proprietors, William E. Russell, manager.

RICHMOND, VA.—Ford's Hotel, A. J. Ford, manager.

ROBERVAL, P. Q.—Hotel Roberval, T. Kenna, manager.

RUTLAND, VT.—Bardwell House, Messrs. Cramton & Carpenter, proprietors; and Bates House, A. H. Tuttle & Son, proprietors.

SARATOGA, N. Y.—Congress Hall, Messrs. Clement & Cox, proprietors, H. S. Clement, manager.

ST. ANDREWS, N. B.—The Algonquin, Albert Miller, manager.

TRENTON FALLS, N. Y.—Moore's Hotel, M. Moore, proprietor.

WASHINGTON, D. C.—Ebbitt House, Burch & Gibbs, managers.

WATKINS GLEN, N. Y.—Glen Mountain House, Paul C. Grening, proprietor, James M. Moore, manager.

WHITE MOUNTAINS, N. H.—Crawford, Fabyan, Mt. Pleasant, and Mt. Washington Summit Houses, Messrs. Barron & Merrill, proprietors; Glen House, Charles R. Milliken, proprietor, and Edgar J. Rich, manager; Profile House, Taft & Greenleaf, proprietors; Flume House, Taft & Greenleaf, proprietors, and Elliott Brothers, managers.

# A MAGNIFICENT TOUR ACROSS THE CONTINENT,

—WITH A—

## Week in the Yellowstone National Park.

The Westward Journey over the Northern Pacific Route, and the Homeward one via the Canadian Pacific Railway.

THIRTY-SIX DAYS AMID THE MOST PICTURESQUE SCENES ON THE CONTINENT.

Date of Leaving Boston, Monday, September 7.

Price of Tickets (all Traveling Expenses Included), . . . \$375.00.

AN autumn tour of unusual attractiveness, to include a week's round of the Yellowstone National Park, with a visit to the Pacific Coast of the Northwest, and a return journey over the picturesque Canadian Pacific Railway, has been arranged, with Monday, September 7, as the date of departure. The first halt will be made in Chicago, the visitors making the Sherman House, in that city, their headquarters from Wednesday morning until Thursday afternoon, when the westward journey will be resumed *via* the Wisconsin Central line, which extends to St. Paul and Minneapolis in connection with the Northern Pacific system. A day will be passed at the Hotel Ryan, St. Paul, and Saturday will find the parties at the West Hotel, Minneapolis, where Sunday will be spent. The journey thence over the Northern Pacific Railroad from Minneapolis to Cinnabar, and thence by stage to Mammoth Hot Springs, the first halting-place within the Park, will occupy from Monday morning until Wednesday noon. Then will follow a week's excursion by stage to the Norris Geyser Basin, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, the Yellowstone Falls and Cañon, and back to Mammoth Hot Springs. The time devoted to the Park permits not only a leisurely inspection of all the places visited, but also time for rest and recuperation.

Leaving the Park Wednesday, September 23, the travelers will proceed westward

over the Northern Pacific line, through Montana, Idaho, and Washington to the shores of Puget Sound, and then southward into Oregon. This journey will take one over the Rocky Mountains and the Cascade range, and through some of the newly developed cities of the Northwest, including Helena, Spokane Falls, and Tacoma. From Portland, Or., the party will proceed to Dalles City by rail, and the return trip will be made by steamer down the noble Columbia River. There will then be a season of sojourn and rest at the splendid new Portland Hotel, and subsequent visits to Tacoma, Seattle, Port Townsend, Victoria, and Vancouver, before the homeward journey over the Canadian Pacific Railway is entered upon.

The party will leave Vancouver Friday, October 2. The first day out will carry us through the stupendous cañon scenery of the Fraser. The second day's journey lies over the great mountain ranges. The Gold range, the lofty Selkirks, and the Rocky Mountains proper are successively passed, and for the whole distance the traveler is amid the grandest scenes the continent affords. The Banff Springs Hotel, located in the beautiful Canadian National Park, will be reached Saturday night, and the parties will remain here until Monday night. Several days will now be occupied in the interesting journey through Alberta, Assinboia, and Manitoba, the coming empires of the Canadian West, and the older eastern provinces of Ontario and Quebec. A part of the journey lies along the north shore of Lake Superior, and through the region of lesser lakes which borders the almost unknown country of the farther north. The parties will reach Montreal Saturday morning, and remain over Sunday at the palatial Windsor Hotel. Leaving Montreal from the Windsor street station of the Canadian Pacific Railway Monday morning, October 12, the party will reach Boston the same evening.

The return tickets from Victoria and Vancouver are good for six months, so that persons desiring to visit Alaska, California, Japan, or China, or to devote more time to the Pacific Northwest regions, will be enabled to do so.

W. RAYMOND.

I. A. WHITCOMB.



Tickets for this excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

GRAND TOUR OF SIXTY-ONE DAYS

# ACROSS THE CONTINENT,

INCLUSIVE OF A WEEK IN THE

YELLOWSTONE NATIONAL PARK,

WITH A VISIT TO

CALIFORNIA

AND A RETURN HOMEWARD THROUGH ARIZONA, NEW MEXICO, COLORADO, ETC.

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The Party to Leave Boston Monday, September 7.

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Price of Tickets (all Traveling Expenses Included), . . \$525.00.

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A PARTY will leave Boston Monday, September 7, for a visit to the Yellowstone National Park, the Pacific Northwest and California, with a return homeward by the Atchison, Topeka & Santa Fe route. This is a grand round of sixty-one days, over a route between 9,000 and 10,000 miles in extent. Persons who desire can extend their sojourn on the Pacific Coast six months, the tickets for the journeys through California and homeward being good for that length of time. Chicago, St. Paul, and Minneapolis will be visited on the outward trip, and a complete round of the Yellowstone National Park will be made, with ample time for its thorough inspection. Arriving on



the Pacific Coast, the party will visit Seattle, Tacoma, Port Townsend, and Victoria, and later Portland and the picturesque Columbia River.

The overland trip from Oregon to California will be a feature of great interest. There are many fine mountain views upon the route; and the most picturesque section of the journey, including the passage through the upper Willamette and Sacramento Valleys, over the Siskiyou Mountains, and through the grand Mount Shasta region, will be made by daylight. Mount Shasta is 14,442 feet in elevation, and rises in a shapely, snow-covered mass far above the beautiful stretches of Strawberry Valley. It is an extinct volcano, and one of the loftiest and grandest mountain forms on the Pacific Coast. The railway line is a part of the great Southern Pacific system. We continue southward, with Shasta long in view, descending into the broad and fruitful valley of the Sacramento, which we traverse for its entire length.

San Francisco will be reached *via* Oakland, and during our sojourn in the handsome city by the Golden Gate we shall make our home at the magnificent Palace Hotel. There will be ample time not only for an inspection of San Francisco, but also for a series of delightful excursions to other interesting points. A programme feature will be a trip to Monterey, Santa Cruz, and San Jose, with a stage excursion from the latter point to the Lick Observatory, on the summit of Mount Hamilton.

The journey will be continued from San Francisco southward over the Southern Pacific Company's line, and the next halt will be made in the garden spot of the Pacific Coast — Southern California. There will be special visits to Santa Barbara, Pasadena, Los Angeles, Redondo Beach, San Diego, and other places of interest; and as the excursion tickets permit the holder to remain upon the Pacific Coast until the ensuing spring, the charms of Southern California may be enjoyed to the fullest extent.

While the programme date of departure from Southern California on the homeward trip is October 30, yet individuals can prolong their stay, as already pointed out, with the opportunity of joining subsequent returning parties under special escort, or of traveling independently, the tickets being good upon any first-class train. If desired, a prolonged stay may be made at San Francisco or in any other part of Central or Southern California. On the way southward a divergence may be made from the main route at Berenda, for the purpose of visiting the Yosemite Valley and Big Trees.

A railroad line extends from Berenda to Raymond, and the farther journey is made by stage. It should be noted that the time chosen for our visit to California is at the height of the grape-gathering season, when the vineyards will have an especial charm.


The homeward route from Southern California will be over the Atchison, Topeka & Santa Fe line, which takes the traveler through very picturesque sections of Arizona, New Mexico, and Colorado, and in proximity to some of the quaint habitations of the Pueblo Indians and the still stranger places of abode of prehistoric races. The southern border-land is filled with romance and historic interest; and much of the old Spanish life, with its peculiar manners and customs, is yet seen in its half-Mexican towns.

A halt will be made at Las Vegas Hot Springs, a Sunday being passed at the Montezuma. After journeying through Arizona and New Mexico, crossing the Raton Mountains, from the latter into Colorado, and then traversing the great State of Kansas, Kansas City and the Missouri River are reached. We here transfer from the Santa Fe line to the popular Chicago, Rock Island & Pacific Railway, for the farther ride through Missouri, Iowa, and Illinois to Chicago. On leaving that city we journey eastward over the Chicago & Grand Trunk Railway.

A halt will be made at Niagara Falls, and time afforded there for an inspection of the great cataract and all the other points of interest. The party will reach Boston on the morning of Friday, November 6.

W. RAYMOND.

I. A. WHITCOMB.

 The full descriptive circular and all other information desired can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

A GRAND AUTUMN TRIP

— TO —

SOUTHERN CALIFORNIA,  
BY A DIRECT AND EXPEDITIOUS ROUTE.

The Return Tickets by Four Different Routes Good for Six Months.

Date of Leaving Boston, Thursday, October 15.

IN addition to our autumn excursion to the Pacific Coast over the Northern Pacific Railroad, we shall have a trip to Southern California over the direct line of the Atchison, Topeka & Santa Fe Railroad, the date of departure being Thursday, October 15. This excursion is intended for persons who desire to reach Southern California by a direct route and as expeditiously as may be consistent with perfect comfort. The halts by the way are intended for rest, and will comprise a stay at Chicago from Saturday morning until Monday morning, and also visits to Las Vegas Hot Springs and Santa Fe. Pasadena, Los Angeles, Riverside, San Diego, Santa Monica, Santa Barbara, and other points in Southern California will be reached Saturday, October 24, and San Francisco can be reached the day following. The trip will be carried out upon the same plan that has made our winter excursions of the past few years so acceptable and popular, and ticket-holders will possess all the advantages given in connection with the later excursions in the season of 1891-92. The tickets supply every needed comfort during the transits to and from California, including sleeping-car accommodations, meals, transfers, and board at hotels, but leave the holders to


dispose of their time in California in accordance with their own preferences. Hotel coupons, which supply board at the leading hotels at reduced rates, may be availed of for the whole or a part of the time, if desired; and our excursions to Mexico, the Sandwich Islands, and elsewhere, which are to take place in the course of the season, may also be included. The return tickets are good for six months, and the purchaser can journey eastward by any of four different routes, making his selection when he applies for his ticket. There will be returning excursions under personal escort over all these routes, and the tickets are equally good for independent use on any train, insuring in all cases first-class accommodations and privileges. With every ticket there are coupons enabling the holder to visit many of the leading health and pleasure resorts of California, including not only Pasadena and Los Angeles, but also San Diego, Riverside, Santa Monica, Santa Barbara, San Francisco, San Rafael, Monterey, Santa Cruz, San Jose, and the summit of Mount Hamilton. These may be used at any time during the season, so that the holder can move about from place to place as circumstances and individual taste may dictate.

The return routes are as follows: Route A, Atchison, Topeka & Santa Fe line; Route B, Union Pacific line; Route D, Denver & Rio Grande line; Route E, Southern Pacific Company's Oregon line to Portland, and thence eastward over the Northern Pacific Railroad. There will be one or more returning parties under personal escort by each route.

W. RAYMOND.

I. A. WHITCOMB.

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 Descriptive circulars, tickets and all required information regarding the excursion can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# EIGHT GRAND WINTER TRIPS

— TO —

# CALIFORNIA.

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A Choice of Two Different Outward Routes and Four Different Routes Returning.

ELEGANT PALACE SLEEPING-CARS AND PALACE DINING-CARS.

— ALSO SOJOURNS AT —

**The Raymond, at East Pasadena; the Hotel del Monte, at Monterey; the Hotel del Coronado, at San Diego; the Hotel Redondo, at Redondo Beach; the Palace Hotel, at San Francisco; the Hotel Vendome, at San Jose; the Hotel Rafael, at San Rafael; the Arlington, at Santa Barbara; Santa Cruz, and other Famous Pacific Coast Resorts.**

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## NINE RETURNING PARTIES FROM CALIFORNIA.

**Return Tickets good on any Train, and on any Date independent of the parties, if desired.**

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OUR annual series of winter trips to California for the season of 1891-92 will be unusually attractive. There will be eight different trips in addition to the September and October excursions, elsewhere referred to. These tours admit the widest possible liberty to the individual tourist, with a choice of two routes on the outward journey, and four different returning routes, with nine dates when parties will return under special escort. In all our trains the best available accommodations in the line of sleeping-car and dining-car service will be brought into requisition. The dates of departure from the East extend through the late autumn, winter, and early spring.

### Outward by Route A — Santa Fe Line.

There will be five excursions over the Atchison, Topeka & Santa Fe route, with a sojourn over Sunday in Chicago and visits to both Las Vegas Hot Springs and Santa Fe, these trips being in addition to the autumn tour, October 15. The several dates of departure from Boston, and of arrival at Pasadena, Los Angeles, and San Diego, are as follows:—

#### LEAVE BOSTON.

THURSDAY, Nov. 12, 1891. Excursion No. 1.  
THURSDAY, Dec. 10, 1891. Excursion No. 2.  
THURSDAY, Jan. 14, 1892. Excursion No. 4.  
THURSDAY, Feb. 11, 1892. Excursion No. 6.  
THURSDAY, March 10, 1892. Excursion No. 8.

#### ARRIVE AT THE RAYMOND, LOS ANGELES, AND SAN DIEGO.

SATURDAY, Nov. 21.  
SATURDAY, Dec. 19.  
SATURDAY, Jan. 23.  
SATURDAY, Feb. 20.  
SATURDAY, March 19.

### Outward by Route C — via New Orleans.

There will be three outward trips through the South and westward from New Orleans by the Southern Pacific Company's "Sunset Route." One of these, No. 7, will include a sojourn in New Orleans during the *Mardi Gras* carnival (Tuesday, March 1). The dates of departure from Boston and of arrival at Los Angeles, Pasadena, and San Diego will be as follows:—

#### LEAVE BOSTON.

TUESDAY, Jan. 12, 1892. Excursion No. 3.  
TUESDAY, Feb. 2, 1892. Excursion No. 5.  
TUESDAY, Feb. 23, 1892. Excursion No. 7.

#### ARRIVE AT LOS ANGELES, THE RAYMOND, AND SAN DIEGO.

TUESDAY, Jan. 26.  
TUESDAY, Feb. 16.  
TUESDAY, March 8.

All the excursion tickets include visits to Redlands, Riverside, San Diego, Pasadena, Los Angeles, Redondo Beach, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Rafael, and other points of interest on the Pacific Coast.

## RETURNING EXCURSIONS.

There will be nine returning excursions under personal escort over four different routes. In all cases the tickets will be good for use independently on the several routes, the holders being entitled to first-class accommodations on any train.

The dates of return from Los Angeles by Route A (the Santa Fe line) are as follows:—

LEAVE LOS ANGELES AND THE RAYMOND.

ARRIVE IN BOSTON.

FRIDAY, March 25, 1892. Returning Excursion No. 2.

SATURDAY, April 2.

The date of return from San Francisco by Route B (Union Pacific line) is as follows:—

LEAVE SAN FRANCISCO.

ARRIVE IN BOSTON.

MONDAY, May 9. Returning Excursion No. 6.

SATURDAY, May 14.

The five dates of return from San Francisco by Route D (Denver & Rio Grande line) are as follows:—

LEAVE SAN FRANCISCO.

ARRIVE IN BOSTON.

MONDAY, March 14. Returning Excursion No. 1.

SATURDAY, March 26.

MONDAY, April 4. Returning Excursion No. 3.

SATURDAY, April 16.

MONDAY, April 18. Returning Excursion No. 5.

SATURDAY, April 30.

MONDAY, May 9. Returning Excursion No. 7.

SATURDAY, May 21.

MONDAY, June 13. Returning Excursion No. 9.

SATURDAY, June 25.

There are two dates of return from San Francisco over Route E (Mount Shasta line to Portland, and thence over the Northern Pacific Railroad), as follows:—

LEAVE SAN FRANCISCO.

ARRIVE IN BOSTON.

THURSDAY, April 7. Returning Excursion No. 4.

THURSDAY, April 28.

THURSDAY, June 9. Returning Excursion No. 8.

THURSDAY, June 30.

## PRICE OF TICKETS.

In the following list of prices all traveling expenses are included, viz.: Railway passage and a double sleeping-car berth (half a section) to and from California; incidental



meals; board at hotels when the same is necessitated in the stops by the way; transfers; side trips to Redlands, Riverside, Pasadena, Redondo Beach, San Diego, Santa Barbara, San Rafael, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, and all other points mentioned in the different itineraries; and three days' board after arrival in California.

### Outward by Route A — Santa Fe Line.

LEAVING BOSTON NOV. 12 AND DEC. 10, 1891, AND JAN. 14, FEB. 14, AND MARCH 10, 1892.

	Adults.	Children under 12.
Returning by Route A .....	\$285.00	\$202.00
“ “ “ B or D .....	315.00	204.50
“ “ “ E .....	385.00	260.50

NOTE.—When no separate sleeping-car accommodations are required, the rates for children's tickets will be as follows: Returning by Route A, \$155; Routes B or D, \$165; Route E, \$205.

### Outward by Route C—Southern Pacific Co.'s Line, via New Orleans.

LEAVING BOSTON JAN. 12, FEB. 2, AND FEB. 23, 1892.

	Adults.	Children under 12.
Returning by Route A .....	\$330.00	\$219.00
“ “ “ B or D .....	360.00	241.50
“ “ “ E .....	430.00	283.50

NOTES.—When no separate sleeping-car accommodations are required, the rates for children's tickets will be as follows: Returning by Route A, \$170; Routes B or D, \$200; Route E, \$230.

In connection with returning excursion No. 8 over Route E there will be a side trip of a week, under special escort, through the Yellowstone National Park. Price of tickets, \$56.

W. RAYMOND.  
I. A. WHITCOMB.

A full descriptive circular, tickets, and all required information can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# TWO GRAND TOURS

THROUGH THE

## Southern States, Mexico, and California,

With Visits to the principal cities of the South; an extended Round of Travel through Mexico, with Sojourns at its chief cities and places of historic and picturesque interest, and a subsequent Trip through the most delightful regions of the Pacific Coast, and homeward through Utah, Colorado, etc.

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### A GRAND EXCURSION OF SEVENTY-FIVE DAYS.

Dates of Leaving Boston, Tuesday, Jan. 12, and Tuesday, Feb. 2.

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ARRANGEMENTS have been made for two grand excursions through the Southern States, Mexico, and California, each of which will extend through a period of seventy-five days. The dates of departure from Boston are Tuesday, January 12, and Tuesday, February 2, and the early part of the trip will include Cincinnati, Louisville, Ky., Birmingham, Ala., Montgomery, Ala., New Orleans, Houston, Galveston, San Antonio, and other southern points. The round of travel through Mexico includes visits to Zacatecas, Aguascalientes, Leon, Silao, Guanajuato, Querétaro, the City of Mexico, Orizaba, Cordoba, the Falls of Atoyac, Puebla, the Pyramids of Cholula, Tlaxcala, the beautiful and interesting city of Guadalajara, Chihuahua, and the City of Juarez (formerly Paso del Norte). In the course of the California part of the trip there will be sojourns at San Diego, Los Angeles, Pasadena, San Gabriel, Redondo Beach, Santa Barbara, San Rafael, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Francisco, etc. Leaving San Francisco Monday, March 14, and Monday, April 4, the

parties will journey eastward *via* the Southern Pacific Company's Ogden line to Ogden, and thence over the Rio Grande Western Railway and the Denver & Rio Grande Railway through the most picturesque cañons, gorges, and passes of the Rocky Mountains. Visits will be paid to Salt Lake City, Marshall Pass, the Royal Gorge, Manitou Springs, and Denver. The dates of returning to Boston are Saturday, March 26, and Saturday, April 16.

It will be seen that the tour will be very comprehensive both in Mexico and California. In Mexico the round of travel includes visits to a score of interesting places that the individual tourist seldom sees. The train is literally a "hotel on wheels," and the visitors can stop at many points that might otherwise be lost to inspection. A special train service, with most of the travel by daylight, is another feature.

The sojourn in California can be prolonged at the pleasure of the ticket-holder; and hotel coupons, which supply board at the leading Pacific Coast resorts at reduced rates, may be had for the extra time if desired. The tickets are good for returning independently on any train.

#### PRICES OF TICKETS.

For the regular tour (January 12 to March 26, or February 2 to April 16), all traveling expenses included, \$685.

For the tour through the South, Mexico, and California, then returning *via* Oregon, Washington, Puget Sound, and eastward over the Northern Pacific Railroad, all traveling expenses included, \$755.

For the same tour, with the addition of an excursion of one week through the Yellowstone National Park; all traveling expenses included, \$810.

W. RAYMOND.

I. A. WHITCOMB.

Descriptive circulars, tickets, and all required information regarding the Mexican excursions can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

THREE GRAND TOURS OF 40 DAYS,  
— THROUGH THE —  
SOUTHERN STATES AND MEXICO.

(OMITTING CALIFORNIA.)

LEAVING BOSTON JANUARY 12, FEBRUARY 2, AND FEBRUARY 23.

**Price of Tickets (all Traveling Expenses included),     -     -     \$ 475.00.**

IN addition to the two excursions through Mexico and California, referred to on the preceding pages, there will be three trips over the same routes through the Southern States and Mexico, but omitting California. Two of these, with January 12 and February 2 as the dates of departure, will be in conjunction with the excursions already mentioned, the parties traveling together until reaching El Paso, on the return from Mexico. The third tour has been arranged independently of the longer trips. The route through the Southern States is precisely the same as in the other excursions, but there will be a slight change in the itinerary to enable the party to remain in New Orleans until after the brilliant *Mardi Gras* festivities (Tuesday, March 1). These affairs have been remarkably attractive for several years past, and the parades of the different organizations planned for 1892 are expected to surpass all previous

efforts. The same cities and places of interest will be visited in Mexico that have been enumerated in connection with the two longer excursions. Journeying from El Paso northward *via* Albuquerque and Las Vegas, the famous Las Vegas Hot Springs will be visited. There will be a sojourn over Sunday at this delightful resort, and from thence the party will return eastward *via* La Junta, Kansas City, Chicago, and Niagara Falls. The round of travel through Mexico will be complete, and every facility will be afforded not only for comfortable and luxurious transit, but also for an extended and intelligent study of the country. No more comprehensive tour through Mexico has ever been planned.

An early registration for these excursions (and also for the previous ones) is advisable, as only a limited number of passengers will be taken.

W. RAYMOND.

I. A. WHITCOMB.

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Copies of the full descriptive circular, together with all needed information, can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# SPECIAL TRIP TO THE WHITE MOUNTAINS,

Leaving Boston Tuesday, August 25, and Returning Saturday, August 29.

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A PARTY will leave Boston Tuesday, August 25, and make a round of the White Mountain resorts, including the Profile House, summit of Mount Washington, Crawford House, etc., and returning Saturday evening, August 29, the outward and homeward journeys being made over different routes. The excursion will be carried out in accordance with the following

## ITINERARY.

**TUESDAY, August 25.**—Leave Boston from the station of the Boston & Maine Railroad Company's Southern Division (Boston & Lowell line), Causeway street, at 9.00 A. M. On arrival at the station members of the party should check their baggage to the Profile House. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Nashua northward on Concord & Montreal Railroad; arrive at Plymouth, N. H., at 12.40 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.38 P. M. *via* Pemigewasset Valley Railroad; arrive at North Woodstock 2.30 P. M., and thence by stage, arriving at the Flume House about 4.30 P. M.; after visiting the Flume and Pool, resume stage journey, reaching the Profile House about 7.00 P. M.

**NOTE.**—Persons desiring to remain at the Flume House over night can do so, continuing on to the Profile House Thursday, taking dinner at the latter hotel before leaving that place in the afternoon.

WEDNESDAY, August 26.— At the Profile House. Carriage ride to the Flume, Pool, etc.

THURSDAY, August 27.— At the Profile House. Leave Profile House *via* Profile & Franconia Notch Railroad, at 3.25 P. M.; from Bethlehem Junction, *via* Concord & Montreal Railroad, to Fabyan's, and thence over Mount Washington Branch and Mount Washington Railway; leave Fabyan's at 4.35 P. M. and Base station at 5.10 P. M., arriving at the summit at 6.30 P. M.; stay at the Mount Washington Summit House.

FRIDAY, August 28.— On the summit of Mount Washington. Leave the summit by the railway at 7.00 A. M.; leave Base station 8.15 A. M.; arrive at Fabyan's 8.50 A. M. and at Crawford House 9.02 A. M.; carriage ride to the summit of Mount Willard.

SATURDAY, August 29.— At the Crawford House, White Mountain Notch. Leave Crawford House in drawing-room cars *via* Maine Central Railroad 2.12 P. M.; from North Conway southward over Boston & Maine Railroad; arrive in Boston (Eastern Division station, Causeway street) 8.30 P. M.


Price of tickets (all traveling expenses included), THIRTY-FIVE DOLLARS.

Price of tickets for children between the ages of five and twelve years, TWENTY DOLLARS.

Return tickets are good from the Crawford House thirty days.

Tickets must be taken on or before Saturday, August 22.

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 Tickets for the excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**



OFFICES OF RAYMOND & WHITCOMB.

**CHIEF OFFICE, 296 Washington Street, Opposite School Street, Boston, Mass.**

New York Office,  
**No. 257 Broadway,**  
**RAYMOND & WHITCOMB.**

Chicago Office,  
103 SOUTH CLARK STREET, cor. Washington Street,  
**E. H. HUGHES, Agent.**

Philadelphia Office,  
111 SOUTH NINTH STREET, under Continental Hotel,  
RAYMOND & WHITCOMB.

London Office, 142 Strand, W. C.  
**HENRY GAZE & SON,**  
European Agents for Raymond's American Excursions.

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AGENTS ON THE PACIFIC COAST.

FOR SOUTHERN CALIFORNIA,  
CHARLES C. HARDING, Agent,  
The Raymond, East Pasadena, Cal.  
(During the Winter and early Spring.)

LOS ANGELES OFFICE,  
138 SOUTH SPRING ST.,  
RAYMOND & WHITCOMB,  
F. W. THOMPSON, Agent.

SAN FRANCISCO OFFICES,  
26 MONTGOMERY STREET,  
ROOM 6,  
CARROLL HUTCHINS, Agent.  
(During Winter and Spring.)

And also 36 MONTGOMERY STREET  
(CORNER SUTTER STREET),  
CLINTON JONES, Agent.

PORTLAND (Or.) OFFICE,  
83 FIRST STREET,  
CHARLES KENNEDY, Agent.





## THE RAYMOND,

At East Pasadena, California, eight miles from Los Angeles.